

Ratification of faculty assigned time for the 2016-2017 Academic Year.
(EXHIBIT J-)

Name	Assignment/Department	Assigned Time	Monthly Stipend
Barrett, Kevin	Chair, Public Safety Programs	20%	\$518.33
Canon, Terrie L.	Chair, Computer Science and Information Systems	60%	\$622.03
Carrillo, Melinda	Chair, Reading Services	20%	\$518.33
Craft, Lacey	Chair, Health, Kinesiology and Recreation Management	60%	\$622.03
Dixon, Patricia	Chair, American Indian Studies	20%	\$518.33
Dodson, Kenneth J.	Chair, Graphic Communications	20%	\$518.33
Donovan, Karen	Chair, Nursing Education	80%	\$673.83
Emerick, Ryan Dillon	Chair, Behavioral Sciences	80%	\$673.83
Ferrero, Jennifer M.	Chair, Child Development	20%	\$518.33
Forney, Marlene	Co-Chair, Library	20%	\$518.33
Glass, Lily I.	Chair, Art	60%	\$622.03
Hiro, Erin	Chair, Media Studies	40%	\$570.16
Jacobo, Rodolfo	Chair, Multicultural Studies	20%	\$518.33
Jain, Catherine M.	Chair, Earth, Space and Aviation Sciences	60%	\$622.03
Laughlin, Teresa	Chair, Economics, History & Political Science	60%	\$622.03
Lowry, Christopher	Chair, Speech Communications/Forensics/ASL	40%	\$570.16
Lutz, Dennis	Chair, Trade and Industry	40%	\$570.16
Martin-Klement, Leah J.	Chair, Business Administration	60%	\$622.03
Mead, Patriceann	Chair, Performing Arts	60%	\$622.03
Nakajima, Takashi	Chair, Physics and Engineering	20%	\$518.33
Natarajan, Geetha	Chair, Chemistry	40%	\$570.16
Ordille, Henry	Director, Emergency Medical Education	80%	\$673.83
Pearson, Elizabeth A.	Chair, Life Sciences	60%	\$622.03
Romain, Lisa	Chair, Counseling Services	80%	\$673.83
Rudy, Denise	Director, Dental Assisting	40%	\$570.16
Sheahan, Kathleen	Chair, World Languages	67%	\$622.03
Sosa, Gary S.	Chair, English as a Second Language	60%	\$622.03
Versaci, Rocco	Chair, English	80%	\$673.83
Wasef, Solange	Chair, Design and Consumer Education	40%	\$570.16
Weintraub, Tamara	Co-Chair, Library	40%	\$570.16
Wiestling, Jay	Chair, Mathematics	80%	\$673.83

Name	Assignment	Assigned Time
Albistegui-Dubois, Richard	Accreditation Self-Study Tri-Chair	40%
Anderson, Laurel J.	Coordinator, Service Learning Program	20%
Blankenship- Williams, Lesley	Tenure and Evaluations Review Board Coordinator	80%
Chen, Lihe	English as a Second Language Tutor Coordinator, Basic Skills Initiative	60%
Cheung, Wing	STEM II Outreach and Support Coordinator	60%
Cook-Whearty, Marquesa	Director, Forensics	\$2,627.26 annual stipend
Deal, Michael	NSF STEP Grant Project Director	40%
Early, Daniel	Wellness Fitness Center Coordinator	25%
Eighmey, Jim	Archaeology Program Coordinator	20%
Falcone, Kelly	Professional Development Coordinator	60%
Fererro, Jennifer	Curriculum Committee Co-Chair	40%
Fererro, Jennifer	Faculty Senate Secretary	20%
Hokett, Dewi	Director, Forensics	\$2,627.26 annual stipend
Lane, Mark	Planetarium Director	40%
Laughlin, Teresa	Palomar Faculty Federation, Lead Negotiator	60%
Lienhart, Shannon	Palomar Faculty Federation, Co-President	100%
Madan, Nimoli	English as a Second Language Computer Lab Co-Director	10%
Metzger, Wendy	STEM II Math Curriculum Specialist	40%
Nelson, Wendy	SLOAC GE/ILO Assessment Coordinator	50%
Nunez, Elvia	Transfer Center Director	60%
O'Brien, Patrick	Faculty Senate Chair of Committee on Committees	20%
Payne, Lillian	Academic Technology Resources Coordinator	80%
Ritt, Travis	Faculty Senate President	80%
Rose, Nicole	Alcohol & Other Drug Studies Program Director	20%
Sanchez, Gabriel	First Year Experience Coordinator	60%
Sheahan, Kathleen	World Languages Computer Lab Director	33%
Sinnott, Christopher	Theatre Technical Director	20%
Sosa, Gary S.	English as a Second Language Computer Lab Co-Director	17%
Studinka, Diane	Liaison to the ECE Lab School	60%
Thompson, Craig	Director, English Lab	25%
Thompson, Craig	Director, English Lab, Basic Skills Initiative	35%
Towfiq, Fariheh	Math Center Director	40%
Towfiq, Fariheh	Math Center Director, Basic Skills Initiative	20%
Towfiq, Fariheh	Faculty Senate Vice President	20%
Van Houten, Julianne P.	Assistant Chair, Nursing	20%
Voth, Anne	Title III HSI STEM II Basic Skills Grant Curriculum Coordinator	80%
Waite, Lori	Faculty Resource Coordinator	40%
Whearty, Brandon	Director, Forensics	15%
William Scott Kardel	Assistant Director, Planetarium	20%

MEMORANDUM OF UNDERSTANDING
BETWEEN THE PALOMAR COMMUNITY COLLEGE DISTRICT
AND THE PALOMAR FACULTY FEDERATION

This Memorandum of Understanding ("MOU") is entered by and between the PALOMAR COMMUNITY COLLEGE DISTRICT ("District") and the PALOMAR FACULTY FEDERATION ("PFF") and is with respect Article 12: Department Chairs/Directors.

Since almost all courses in World Languages are five (5) unit courses, the release time for the World Languages Department Chairperson will be 67% henceforth.

Dated: 5/4/2016


Bill Shaeffer
Lead Negotiator

Dated: 5/4/16


Shannon Lienhart
Co-President, PFF

Dated: 5/4/2016


Michael Popielski
Interim Vice Superintendent/ Vice President
Human Resources

Dated: 5/4/2016

By: 
Teresa Laughlin
Lead Negotiator, PFF

**PALOMAR COMMUNITY COLLEGE DISTRICT
ASSISTANT SUPERINTENDENT/VICE PRESIDENT
EMPLOYMENT CONTRACT 2016-2018**

This employment contract (hereinafter referred to as the "Agreement") is made and entered into this fourteenth day of June, 2016 of by and between the Governing Board of the Palomar Community College District (hereinafter referred to as the "Board" and "District") and **Adrian Gonzales** (hereinafter referred to as the "Employee").

WHEREAS it is the desire of the Board to employ Employee in the Position of **Assistant Superintendent/Vice President, Student Services** (hereinafter referred to as "Position").

NOW, THEREFORE, the parties mutually agree as follows:

1. **EMPLOYMENT.** The Board hereby offers to employ Employee in the above identified Position on the conditions contained in this Agreement. Employee is a member of the Administrative Team as described in the Administrative Team Handbook adopted by the Board, an academic employee as defined by Education Code section 87001(a), an educational administrator as defined in Education Code section 87002(b), and a management employee as defined by Government Code section 3540.1(g). The Employee and the Board agree that this Agreement is not binding or enforceable unless it is ratified by the Board in open session at a regular meeting of the Board.
2. **STATUTORY AUTHORIZATION AND EXTENSION.** This Agreement is a contract of employment entered into pursuant to Education Code section 72411(a). Employee understands upon Employee's execution of this Agreement and its adoption by the Board, this Agreement will automatically renew upon its expiration, and Employee will automatically be reemployed for one (1) additional year upon the expiration of this Agreement, unless the Governing Board provides written notice to Employee on or before March 15, 2017, of its intention not to reemploy Employee in Position for one additional academic year. If the Governing Board provides such written notice to Employee, Employee's employment in Position and this Agreement will terminate effective July 1, 2018, without further action by the Board, subject to the provisions of paragraph 3.
3. **RETREAT/RETURN RIGHTS.** If the Governing Board provides notice to Employee of non-renewal of this Agreement, and Employee has seniority in another administrator or non-administrator education position in the District, such Employee may have the right to return to such position upon the expiration of this Agreement provided that Employee is not termination for cause.
4. **TERM.** The term of this Agreement shall begin on **July 11, 2016**, and continue through and including **June 30, 2018** or unless extended pursuant to paragraph 2. Employee shall

be required to render full time and regular service to the District during the period covered by this Agreement. This Agreement shall be renewable or extended only by mutual, written agreement of the parties as set forth in paragraph 2 above. In no event shall this Agreement be interpreted in any way to authorize the renewal or extension of this Agreement for a term of more than twenty-four (24) months. It is expressly understood, however, that if the position referred to in this Agreement is funded by a grant, categorical program, or other monies not in the District's unrestricted general fund, and if funding is discontinued, the Agreement will terminate on June 30 of the fiscal year in which the funding was discontinued, provided further that the District has given Employee written notice before May 15 of the year in which the funding is not received.

5. **SALARY.** Employee shall be compensated in accordance with the Administrative Salary Schedule as established, approved and revised from time to time by the Board, at salary grade **75/14** from July 11, 2016 through June 30, 2017 and at salary grade **75/15** from July 1, 2017 through June 30, 2018. The Board reserves the right to increase or decrease the schedule including across the board salary reduction or furloughs on the same basis and for the same time as faculty bargaining unit reductions. Any actions to modify the salary schedule shall not be interpreted as a new Agreement for employment or renewal or extension of this Agreement. The Board reserves the right to increase the Employee's salary. However, any action to increase the salary of the Employee shall not be interpreted as a new Agreement for employment or a renewal or extension of this Agreement.
6. **DUTIES.** Employee will perform the duties of the above Position as set forth in any Position description adopted by the Board, and all other duties as shall be assigned or required by the Superintendent/President, or designee, provided that such additional duties shall be consistent with Employee's Position. The Board may adopt or amend the Position description for the Employee's Position at any time as long as the modifications are not inconsistent with the terms of the Agreement. The Board reserves the right to reassign the Employee at any time during the term of this Agreement to another educational or student services administrative Position within the District. Reassignment during the term of this Agreement solely for discretionary reasons will not result in a reduction of the Employee's compensation during the term of this Agreement. Reassignment will be made in compliance with the California Education Code and the Administrative Handbook.
7. **EXCLUSION FROM OVERTIME PROVISIONS.** Employee shall be exempt from the minimum wage and overtime provisions of the Fair Labor Standards Act and the California Education Code, and shall not be entitled to compensatory time off.
8. **VACATION AND SICK LEAVE.** Employee is entitled to accrue twenty-four (24) working days of vacation annually in accordance with the Administrative Vacation Policy set forth in the Administrative Team Handbook as adopted by the Board. Vacation days are exclusive of holidays otherwise granted to twelve (12) month regular administrative employees of the District. Employee is entitled to accrue twelve (12) days of paid sick

leave for illness or injury. Employee is eligible for any leaves authorized by law or provided in the Administrative Association Handbook as adopted by the Board

9. **FRINGE BENEFITS.** Employee shall be afforded all fringe benefits of employment which are provided to the District's regular educational and student services administrators for which they are eligible under the terms of the Administrative Team Handbook.
10. **TRAVEL.** Necessary transportation and travel expenses will be provided in accordance with policies duly adopted by the Board.
11. **SERVICE CLUBS AND COMMUNITY ORGANIZATIONS.** The Board authorizes payment of dues and meals for meetings of one service or community organization. Funds shall be allocated to the appropriate expense accounts in the annual budget approved by the Governing Board.
12. **APPLICABLE LAW.** This Agreement is subject to all applicable laws of the State of California, the rules and regulations of the State Board of Governors, and the rules, regulations, and policies of the Board, all of which are made a part of the terms and conditions of this Agreement as though set forth herein, to the extent that such terms are not inconsistent with the lawful terms of this Agreement.
13. **MAXIMUM CASH SETTLEMENT UPON TERMINATION OF THIS AGREEMENT WITHOUT CAUSE.** Regardless of the term of this Agreement, the Board may terminate this Agreement at any time prior to the date on which the term of this Agreement would have otherwise expired, without cause. In such an event, the maximum cash settlement that the Employee shall receive will be an amount equal to the monthly base salary of the Employee multiplied by the number of months remaining on the unexpired term of this Agreement, or eighteen (18) months, whichever is less, minus any amount(s) that could have been earned if the Employee has retreat rights, and an instructional Position is offered for the balance of the term of this Agreement. Any cash settlement shall not include any other noncash items except health benefits, which may be continued for the same duration of time as covered in the settlement, or until Employee finds other employment, whichever occurs first. The intent of this provision is to satisfy the requirements of Government Code sections 53260-53264, and this provision shall be interpreted in a manner consistent with those statutes.

The District agrees to pay Employee the lump sum cash payment ("Severance Pay"), less legally required for authorized deductions except contributions to CalSTRS, within fifteen (15) days of the effective date of termination.

In exchange for and as a condition to receipt of the Severance Pay, Employee shall execute a release and waiver, in a form acceptable to the legal counsel for the District, releasing the District, and all of its elected officers, employees, agents, representations, and attorneys, from any claim associated with the termination.

14. TERMINATION OF THIS AGREEMENT DURING ITS TERM WITH CAUSE. The Board may terminate this Agreement during its term and discharge Employee if Employee commits a material and substantial breach of this Agreement and/or for cause. Such breach of Agreement and discharge shall nullify the terms of this Agreement and Employee shall cease to receive any form of compensation upon the effective date of termination. The term “cause” is defined as those actions, omissions, or behaviors which are detrimental to the operations of the District and/or its major instructional, student and administrative divisions, or which impair the District’s mission, purpose, or objectives. Conduct which constitutes a breach of contract and cause for discharge, includes, but is not limited to: unsatisfactory work performance, dishonesty, misconduct, unprofessional conduct, or insubordination. Disciplinary actions, up to and including discharge from employment, shall be carried out in compliance with the disciplinary provisions applicable to administrative employees as set forth in the Administrative Team Handbook as adopted by the Board.

15. PROVISIONS OF GOVERNMENT CODE SECTIONS 53243.3-53243.4.

- (a) In the event that the District provides paid leave to Employee pending an investigation of a crime involving abuse of his office or position covered by Government Code section 53243.4, and should that investigation lead to a conviction, the Employee shall fully reimburse District for any salary provided for that purpose.
- (b) In the event that the District provides funds for the legal criminal defense of Employee pending an investigation of a crime involving an abuse of his office or position covered by Government Code section 53243.4, and should that investigation lead to a conviction, the Employee shall fully reimburse the District for any funds provided for that purpose.
- (c) In the event that the District provides a cash settlement related to the termination of Employee as defined in the terms of this Agreement and Employee subsequently is convicted of a crime involving abuse of office or position covered by Government Code section 53243.4, Employee shall fully reimburse the District for any funds provided for that purpose.
- (d) “Abuse of office or position” is defined in Government Code section 53243.4 to mean either of the following:
 - (i) An abuse of public authority, including, but not limited to, waste, fraud, and violation of the law under color of authority.
 - (ii) A crime against public justice, including, but not limited to, a crime described in Title 5 (commencing with Section 67), Title 6 (commencing with Section 85) or Title 7 (commencing with Section 92) of Part 1 of the Penal Code.

16. **MODIFICATION OF CONTRACT.** This Agreement may be modified by mutual consent of the parties provided, however, that the party seeking such change shall give not less than 45 (forty-five) calendar days, written notice to the other party of the requested modification.
17. **RESIGNATION.** Employee may resign from employment at any time during the term of this Agreement upon ninety (90) days prior written notice to the Board or upon a shorter period of time if approved by the Board.
18. **SAVINGS CLAUSE.** If any provision of this Agreement is held to be contrary to law by a court of competent jurisdiction, such provision shall not be deemed valid or binding except to the extent permitted by law, but all other provisions shall continue to remain in full force and effect.
19. **ENTIRE AGREEMENT.** This Agreement contains and expresses the entire and final agreement of the parties with respect to the matters covered herein, and supersedes all negotiations, prior discussions, prior agreements and preliminary agreements between the parties. No promises or representations, express or implied, concerning this Agreement have been made by the parties other than those contained in this Agreement concerning the offer and acceptance of employment described herein.
20. **NO CONTINUING WAIVER.** No waiver of any term or condition of this Agreement by either party shall be deemed a continuing waiver of such term and condition.
21. **GOVERNING LAW.** This Agreement is delivered in the State of California, concerns employment in the State of California, and the rights and obligations of the parties hereto shall be construed and enforced in accordance with the laws of the State of California.
22. **MISCELLANEOUS PROVISIONS.** This Agreement and applicable provisions of the Administrative Team Handbook contain the entire agreement and understanding between the parties. There are no oral understandings, or terms and conditions not contained or referenced in this Agreement. This Agreement cannot be changed orally. It may be modified in writing by mutual agreement of the parties as set forth above. This Agreement supersedes all Board Policies, rules, regulations, handbooks or practices which are inconsistent with or in conflict with this Agreement.

ACCEPTANCE OF ASSISTANT SUPERINTENDENT/VICE PRESIDENT

EMPLOYMENT CONTRACT

I have reviewed this Assistant Superintendent/Vice President Employment Contract, and I accept this Agreement and the terms and conditions of employment it contains. I have not agreed to employment and/or contracted for employment with the governing board of any other school, university, college, or community college district which will in any way conflict with the satisfactory performance of all of the duties of the Position for which employed.

Please return signed contract to Human Resource Services as soon as possible.

Date: _____

Employee Signature

Approved by the Governing Board of Palomar Community College District in open session at regular Board meeting.

Date: _____

President
Palomar College
Governing Board

Copy: Employee

SUPERINTENDENT/PRESIDENT SALARY SCHEDULE

Effective 7/1/2016

\$230,000.00 Annually

**PALOMAR COMMUNITY COLLEGE DISTRICT
EDUCATIONAL SENIOR ADMINISTRATOR,
EMPLOYMENT CONTRACT 2016-2018**

This employment contract (hereinafter referred to as the "Agreement") is made and entered into this fourteenth day of June, 2016 of by and between the Governing Board of the Palomar Community College District (hereinafter referred to as the "Board" and "District") and **Margie Fritch** (hereinafter referred to as the "Employee").

WHEREAS it is the desire of the Board to employ Employee in the Position of **Dean, Instructional, Career, Technical and Extended Education** (hereinafter referred to as "Position").

NOW, THEREFORE, the parties mutually agree as follows:

- 1. EMPLOYMENT.** The Board hereby offers to employ Employee in the above identified Position on the conditions contained in this Agreement. Employee is a member of the Administrative Team as described in the Administrative Team Handbook adopted by the Board, an academic employee as defined by Education Code section 87001(a), an educational administrator as defined in Education Code section 87002(b), and a management employee as defined by Government Code section 3540.1(g). The Employee and the Board agree that this Agreement is not binding or enforceable unless it is ratified by the Board in open session at a regular meeting of the Board.
- 2. STATUTORY AUTHORIZATION AND EXTENSION.** This Agreement is a contract of employment entered into pursuant to Education Code section 72411(a). Employee understands upon Employee's execution of this Agreement and its adoption by the Board, this Agreement will automatically renew upon its expiration, and Employee will automatically be reemployed for one (1) additional year upon the expiration of this Agreement, unless the Governing Board provides written notice to Employee on or before March 15, 2017, of its intention not to reemploy Employee in Position for one additional academic year. If the Governing Board provides such written notice to Employee, Employee's employment in Position and this Agreement will terminate effective July 1, 2018, without further action by the Board, subject to the provisions of paragraph 3.
- 3. RETREAT/RETURN RIGHTS.** If the Governing Board provides notice to Employee of non-renewal of this Agreement, and Employee has seniority in another administrator or non-administrator education position in the District, such Employee may have the right to return to such position upon the expiration of this Agreement provided that Employee is not termination for cause.

4. **TERM.** The term of this Agreement shall begin on **July 1, 2016**, and continue through and including **June 30, 2018** or unless extended pursuant to paragraph 2. Employee shall be required to render full time and regular service to the District during the period covered by this Agreement. This Agreement shall be renewable or extended only by mutual, written agreement of the parties as set forth in paragraph 2 above. In no event shall this Agreement be interpreted in any way to authorize the renewal or extension of this Agreement for a term of more than twenty-nine (29) months. It is expressly understood, however, that if the position referred to in this Agreement is funded by a grant, categorical program, or other monies not in the District's unrestricted general fund, and if funding is discontinued, the Agreement will terminate on June 30 of the fiscal year in which the funding was discontinued, provided further that the District has given Employee written notice before May 15 of the year in which the funding is not received.
5. **SALARY.** Employee shall be compensated in accordance with the Administrative Salary Schedule as established, approved and revised from time to time by the Board, at salary grade **75/10** from July 1, 2016 through June 30, 2017 and at salary grade **75/11** from July 1, 2017 through June 30, 2018. The Board reserves the right to increase or decrease the schedule including across the board salary reduction or furloughs on the same basis and for the same time as faculty bargaining unit reductions. Any actions to modify the salary schedule shall not be interpreted as a new Agreement for employment or renewal or extension of this Agreement. The Board reserves the right to increase the Employee's salary. However, any action to increase the salary of the Employee shall not be interpreted as a new Agreement for employment or a renewal or extension of this Agreement.
6. **DUTIES.** Employee will perform the duties of the above Position as set forth in any Position description adopted by the Board, and all other duties as shall be assigned or required by the Superintendent/President, or designee, provided that such additional duties shall be consistent with Employee's Position. The Board may adopt or amend the Position description for the Employee's Position at any time as long as the modifications are not inconsistent with the terms of the Agreement. The Board reserves the right to reassign the Employee at any time during the term of this Agreement to another educational or student services administrative Position within the District. Reassignment during the term of this Agreement solely for discretionary reasons will not result in a reduction of the Employee's compensation during the term of this Agreement. Reassignment will be made in compliance with the California Education Code and the Administrative Handbook.
7. **EXCLUSION FROM OVERTIME PROVISIONS.** Employee shall be exempt from the minimum wage and overtime provisions of the Fair Labor Standards Act and the California Education Code, and shall not be entitled to compensatory time off.
8. **VACATION AND SICK LEAVE.** Employee is entitled to accrue twenty-four (24) working days of vacation annually in accordance with the Administrative Vacation Policy set forth in the Administrative Team Handbook as adopted by the Board. Vacation days are exclusive of holidays otherwise granted to twelve (12) month regular administrative

employees of the District. Employee is entitled to accrue twelve (12) days of paid sick leave for illness or injury. Employee is eligible for any leaves authorized by law or provided in the Administrative Association Handbook as adopted by the Board

9. **FRINGE BENEFITS.** Employee shall be afforded all fringe benefits of employment which are provided to the District's regular educational and student services administrators for which they are eligible under the terms of the Administrative Team Handbook.
10. **TRAVEL.** Necessary transportation and travel expenses will be provided in accordance with policies duly adopted by the Board.
11. **SERVICE CLUBS AND COMMUNITY ORGANIZATIONS.** The Board authorizes payment of dues and meals for meetings of one service or community organization. Funds shall be allocated to the appropriate expense accounts in the annual budget approved by the Governing Board.
12. **APPLICABLE LAW.** This Agreement is subject to all applicable laws of the State of California, the rules and regulations of the State Board of Governors, and the rules, regulations, and policies of the Board, all of which are made a part of the terms and conditions of this Agreement as though set forth herein, to the extent that such terms are not inconsistent with the lawful terms of this Agreement.
13. **MAXIMUM CASH SETTLEMENT UPON TERMINATION OF THIS AGREEMENT WITHOUT CAUSE.** Regardless of the term of this Agreement, the Board may terminate this Agreement at any time prior to the date on which the term of this Agreement would have otherwise expired, without cause. In such an event, the maximum cash settlement that the Employee shall receive will be an amount equal to the monthly base salary of the Employee multiplied by the number of months remaining on the unexpired term of this Agreement, or eighteen (18) months, whichever is less, minus any amount(s) that could have been earned if the Employee has retreat rights, and an instructional Position is offered for the balance of the term of this Agreement. Any cash settlement shall not include any other noncash items except health benefits, which may be continued for the same duration of time as covered in the settlement, or until Employee finds other employment, whichever occurs first. The intent of this provision is to satisfy the requirements of Government Code sections 53260-53264, and this provision shall be interpreted in a manner consistent with those statutes.

The District agrees to pay Employee the lump sum cash payment ("Severance Pay"), less legally required for authorized deductions except contributions to CalSTRS, within fifteen (15) days of the effective date of termination.

In exchange for and as a condition to receipt of the Severance Pay, Employee shall execute a release and waiver, in a form acceptable to the legal counsel for the District, releasing the District, and all of its elected officers, employees, agents, representations, and attorneys, from any claim associated with the termination.

14. TERMINATION OF THIS AGREEMENT DURING ITS TERM WITH CAUSE. The Board may terminate this Agreement during its term and discharge Employee if Employee commits a material and substantial breach of this Agreement and/or for cause. Such breach of Agreement and discharge shall nullify the terms of this Agreement and Employee shall cease to receive any form of compensation upon the effective date of termination. The term “cause” is defined as those actions, omissions, or behaviors which are detrimental to the operations of the District and/or its major instructional, student and administrative divisions, or which impair the District’s mission, purpose, or objectives. Conduct which constitutes a breach of contract and cause for discharge, includes, but is not limited to: unsatisfactory work performance, dishonesty, misconduct, unprofessional conduct, or insubordination. Disciplinary actions, up to and including discharge from employment, shall be carried out in compliance with the disciplinary provisions applicable to administrative employees as set forth in the Administrative Team Handbook as adopted by the Board.

15. PROVISIONS OF GOVERNMENT CODE SECTIONS 53243.3-53243.4.

- (a) In the event that the District provides paid leave to Employee pending an investigation of a crime involving abuse of his office or position covered by Government Code section 53243.4, and should that investigation lead to a conviction, the Employee shall fully reimburse District for any salary provided for that purpose.
- (b) In the event that the District provides funds for the legal criminal defense of Employee pending an investigation of a crime involving an abuse of his office or position covered by Government Code section 53243.4, and should that investigation lead to a conviction, the Employee shall fully reimburse the District for any funds provided for that purpose.
- (c) In the event that the District provides a cash settlement related to the termination of Employee as defined in the terms of this Agreement and Employee subsequently is convicted of a crime involving abuse of office or position covered by Government Code section 53243.4, Employee shall fully reimburse the District for any funds provided for that purpose.
- (d) “Abuse of office or position” is defined in Government Code section 53243.4 to mean either of the following:
 - (i) An abuse of public authority, including, but not limited to, waste, fraud, and violation of the law under color of authority.
 - (ii) A crime against public justice, including, but not limited to, a crime described in Title 5 (commencing with Section 67), Title 6 (commencing with Section 85) or Title 7 (commencing with Section 92) of Part 1 of the Penal Code.

16. **MODIFICATION OF CONTRACT.** This Agreement may be modified by mutual consent of the parties provided, however, that the party seeking such change shall give not less than 45 (forty-five) calendar days, written notice to the other party of the requested modification.
17. **RESIGNATION.** Employee may resign from employment at any time during the term of this Agreement upon ninety (90) days prior written notice to the Board or upon a shorter period of time if approved by the Board.
18. **SAVINGS CLAUSE.** If any provision of this Agreement is held to be contrary to law by a court of competent jurisdiction, such provision shall not be deemed valid or binding except to the extent permitted by law, but all other provisions shall continue to remain in full force and effect.
19. **ENTIRE AGREEMENT.** This Agreement contains and expresses the entire and final agreement of the parties with respect to the matters covered herein, and supersedes all negotiations, prior discussions, prior agreements and preliminary agreements between the parties. No promises or representations, express or implied, concerning this Agreement have been made by the parties other than those contained in this Agreement concerning the offer and acceptance of employment described herein.
20. **NO CONTINUING WAIVER.** No waiver of any term or condition of this Agreement by either party shall be deemed a continuing waiver of such term and condition.
21. **GOVERNING LAW.** This Agreement is delivered in the State of California, concerns employment in the State of California, and the rights and obligations of the parties hereto shall be construed and enforced in accordance with the laws of the State of California.
22. **MISCELLANEOUS PROVISIONS.** This Agreement and applicable provisions of the Administrative Team Handbook contain the entire agreement and understanding between the parties. There are no oral understandings, or terms and conditions not contained or referenced in this Agreement. This Agreement cannot be changed orally. It may be modified in writing by mutual agreement of the parties as set forth above. This Agreement supersedes all Board Policies, rules, regulations, handbooks or practices which are inconsistent with or in conflict with this Agreement.

**ACCEPTANCE OF SENIOR EDUCATIONAL ADMINISTRATOR
EMPLOYMENT CONTRACT**

I have reviewed this Senior Educational Administrator Employment Contract, and I accept this Agreement and the terms and conditions of employment it contains. I have not agreed to employment and/or contracted for employment with the governing board of any other school, university, college, or community college district which will in any way conflict with the satisfactory performance of all of the duties of the Position for which employed.

Please return signed contract to Human Resource Services as soon as possible.

Date: _____

Employee Signature

Approved by the Governing Board of Palomar Community College District in open session at regular Board meeting.

Date: _____

Adrian Gonzales, Secretary to the Governing Board

Copy: Employee

MONTHLY BOARD REPORT: June 14, 2016

SHORT-TERM PERSONNEL ACTION REQUEST

	Employee Name	Start Date	End Date	Job Code	Hourly	Job Description
Department	Career, Technical and Extended Education					
	Chirkova, Elena	04/14/16	06/30/16	Technical/Paraprofessional	\$14.00	Assistant III
	Stevens, Dana	05/09/16	06/30/16	Technical/Paraprofessional	\$25.00	Assistant (professional)
Department	Counseling Department					
	Juarez, Jose	05/23/16	06/30/16	Technical/Paraprofessional	\$14.00	Assistant III
Department	Early Childhood Education Lab School					
	Malone, Hannah	05/10/16	06/30/16	Technical/Paraprofessional	\$10.00	Assistant I
	Nazimi, Amanda	05/16/16	06/30/16	Technical/Paraprofessional	\$10.00	Assistant I
Department	Education Television					
	Olson, Ashley	05/23/16	06/30/16	Technical/Paraprofessional	\$12.00	Assistant II
Department	English as a Second Language Department					
	Rodriguez, Angeles	05/16/16	06/30/16	Clerical/Secretarial	\$12.00	Assistant II
Department	Financial Aid, Veterans and Scholarships Services					
	Santiago Lagrimas, Elisa	05/15/16	06/30/16	Clerical/Secretarial	\$14.00	Assistant III
Department	Fiscal Services					
	Kolyvayko, Larisa	05/23/16	06/30/16	Clerical/Secretarial	\$14.00	Assistant III
	Potter, Natalie	05/17/16	06/30/16	Clerical/Secretarial	\$14.00	Assistant III

	Employee Name	Start Date	End Date	Job Code	Hourly	Job Description
Department	Grant Funded Student Programs					
	Grangetto, Elise	05/23/16	06/30/16	Technical/Paraprofessional	\$10.00	Peer Tutor
	Hernandez, Stefani	05/24/16	06/30/16	Technical/Paraprofessional	\$10.00	Peer Tutor
	Hernandez Lopez, Gabriela	05/06/16	06/30/16	Technical/Paraprofessional	\$20.00	Assistant (professional)
	Lechuga, Derren	05/04/16	06/30/16	Technical/Paraprofessional	\$14.00	Assistant III
	Limpin, Jimbo	04/25/16	06/30/16	Technical/Paraprofessional	\$10.00	Peer Tutor
	Manlapid, Zachary	05/06/16	06/30/16	Technical/Paraprofessional	\$10.00	Peer Tutor
	Martinez-Heredia, Ivan	05/16/16	06/30/16	Technical/Paraprofessional	\$16.00	Assistant (professional)
	Santiago, Angelica	05/16/16	06/30/16	Technical/Paraprofessional	\$14.00	Assistant III
Department	Grounds Services					
	Schmeiser, Jason	05/25/16	06/30/16	Service/Maintenance	\$14.00	Assistant III
Department	Health Services					
	Castro, Manuela	04/24/16	06/30/16	Technical/Paraprofessional	\$15.00	Assistant (professional)
Department	Library					
	Blakeley, Geoffrey	05/16/16	06/30/16	Technical/Paraprofessional	\$12.00	Assistant II
Department	Palomar College Police Department					
	Thorton, Michael	04/29/16	06/30/16	Technical/Paraprofessional	\$10.00	Assistant I
Department	Public Safety Programs Department					
	Bennett, Luke	05/17/16	06/30/16	Technical/Paraprofessional	\$22.53	Assistant (professional)
	Gibson, James	05/13/16	06/30/16	Technical/Paraprofessional	\$17.64	Assistant (professional)
	Sanford, Nathan	05/11/16	06/30/16	Technical/Paraprofessional	\$22.53	Assistant (professional)
Department	Tutoring Services					
	Cooper, Madison	05/03/16	06/30/16	Technical/Paraprofessional	\$14.00	Intern Tutor II
	Nourollahi, Saba	05/02/16	06/30/16	Technical/Paraprofessional	\$10.00	Peer Tutor

PeopleSoft
PAL PERSONNEL ACTIONS HISTORY

Page No. 1
Run Date 06/03/2016
Run Time 09:32:18

Report ID: PAL015ST
Personnel Action: HIR--
For the period 05/01/2016 through 06/02/2016

Effective Date	Action Reason	Employee Name	Employee ID	Hire Date	Emp Typ	Reg/ Tmp	Full/ Part	Job Code	Job Title	Salary Grade	Comp Rate	Supervisor
----------------	---------------	---------------	-------------	-----------	---------	----------	------------	----------	-----------	--------------	-----------	------------

Department GFSP Grant Funded Stu Support Prgms
SETID - PALMR

05/03/2016		Ke,Anna	010850551	05/03/2016	0.0	H	T	P	900STU Student EE	STU/ASTU	10.000000	H
------------	--	---------	-----------	------------	-----	---	---	---	-------------------	----------	-----------	---

Department MATHLRNCTR Mathematics Learning Center
SETID - PALMR

05/24/2016		Rosario,Abbey-Patricia S	010192959	05/24/2016	0.0	H	T	P	900STU Student EE	STU/ASTU	10.000000	H
------------	--	--------------------------	-----------	------------	-----	---	---	---	-------------------	----------	-----------	---

End of Report

PALOMAR COLLEGE CURRICULUM

SUBJECT:

Governing Board approval of curriculum changes effective Fall 2016

SUMMARY:

California Community Colleges are required to maintain evidence documenting that district governing board approval and college consensus has been secured for each curriculum proposal (new, substantial change, non-substantial change, and active/inactive status).

New course and program proposals, as well as substantial and non-substantial changes, recommended by the Curriculum Committee and the Faculty Senate to be included in the Palomar College Curriculum Inventory effective Fall 2016 are outlined in the attached "CURRICULUM ACTION ITEMS" documents dated: April 6, April 20, May 4 and May 18.

Substantial course changes typically include: TOP code, Course Credit Status, Maximum Units, Minimum Units, Course Basic Skills Status, Course SAM priority code, Course Prior to College Level, and Course Noncredit Category.

Non-substantial course changes typically include: Subject/Catalog Number, Course Title, Transfer Status, Cooperative Work Experience Education Status, Course Classification Status, Repeatability, Special Status, CAN Code, CAN Sequence Code, Funding Agency Category, Course Program Status.

Substantial program changes typically include: new certificate under same TOP code, new degree under same TOP code, new major/area of emphasis under same TOP code, TOP code change to a different TOP code discipline.

Non-substantial program changes typically include: title change, TOP code change within the same TOP code discipline, total unit change, addition/removal of courses.

DETAILS:

See the attached summary "CURRICULUM ACTION ITEMS" documents for detailed information regarding curriculum changes.

Palomar College
Curriculum Committee Actions
Wednesday, April 6, 2016

I. **ACTION - SECOND READING**

The following curriculum changes, pending appropriate approvals, will be effective **Fall 2016**:

A. **Program Changes**

1. Program Title: Information Technology
Discipline: Computer Science and Information Technology - Information Technology (CSIT)
Award Type: A.S. Degree Major/Cert. Achievement 18 units/more
Total Units: 30
Reflected title update to CSWB 120, removed CSWB 140 from elective block, added CSWB 135 to elective block.
Stephen R. Perry

Palomar College
Curriculum Committee Actions
Wednesday, April 20, 2016

I. **ACTION - SECOND READING**

The following curriculum changes, pending appropriate approvals, will be effective **Fall 2016**:

A. **Course Changes**

1. Course Number and Title: ART 166 History of Art II - Survey of Western Art
Short Title: History of Art II
Discipline: Art (ART)
Associate Degree General Education - C: Humanities
CSU GE Area C: Arts and Humanities - C1: Arts
IGETC Area 3: Arts and Humanities - 3A: Arts
Transfer Acceptability: UC, CSU
Distance Learning Offering(s): Telecourse
Updated textbooks and critical thinking, updated CB11.
Mark J. Hudelson

B. **Distance Learning**

The following courses may be offered as distance learning and meet Title 5 Regulations 55200-55210, effective Fall 2016.

Catalog/Subject Number
ART 166

Learning Offerings
Television

Palomar College
Curriculum Committee Actions
Wednesday May 4, 2016

I. ACTION - SECOND READING

The following curriculum changes, pending appropriate approvals, will be effective **Fall 2016**:

A. Credit Course Change

1. Course Number and Title: SPAN 211 Spanish for Heritage Speakers I
Short Title: Spanish/Heritage Speakers I
Discipline: Spanish (SPAN)
Prerequisites: SPAN 102 or SPAN 102B; or three years of high school Spanish
Associate Degree General Education - C: Humanities
CSU GE Area C: Arts and Humanities - C2: Humanities
IGETC Area 6: Language other than English (101 level only) - 6A: Language other than English
Transfer Acceptability: UC, CSU
Distance Learning Offering(s): Computer Assisted, Telecourse, Online
Added SPAN 102, SPAN 102B or three years of high school Spanish as prerequisites, updated textbooks and online distance education.
Kathleen Sheahan

B. Distance Learning

The following courses may be offered as distance learning and meet Title 5 Regulations 55200-55210, effective Fall 2016.

<u>Catalog/Subject Number</u>	<u>Learning Offerings</u>
SPAN 211	Computer Assisted, Telecourse, <u>Online</u>

C. Requisites and Advisories

The establishment of the following advisories meets Title 5 Regulations 55003, effective Fall 2016.

<u>Catalog Number</u>	<u>Type</u>	<u>Description</u>	<u>Proposal Type</u>
SPAN 211	Prerequisite	<u>SPAN 102 or SPAN 102B or three years of high school Spanish</u>	Change

II. ACTION - TECHNICAL CORRECTIONS

- A. Seventeen new Apprenticeship courses have been returned by the Chancellor's Office with a mandate that the prerequisite, ***"Student is a registered State indentured apprentice,"*** be added. This prerequisite is specific to Apprenticeship courses and required. The course outline of record for each course needs to be updated be approved. The courses to be updated are below.

<u>Course Number</u>	<u>Course Title</u>
AP C 783/AP PL 783	Crew Lead Training
AP C 774/AP AC 774/AP DL 774/AP PL 774	Tool & Equipment Applications
AP C 739/AP DL 739	Door and Door Hardware
AP DL 732	Light Gage Welding AWS (B)
AP DL 731	Drywall Repair and Finishing
AP C 783/AP PL 783	Crew Lead Training
AP C 782	Bridge Falsework
AP C 781	Industrial Scaffolding
AP C 780	Fitting Rooms/Partitions
AP C 779	Exit & Electrical Security Devices
AP C 778	Solid & Stone Surfaces
AP C 777	Welding Fabrication

AP C 776
AP C 775
AP DL 730

Total Station I
Store Front Installations
Air, Moisture & Thermal Barriers

- B. All Apprenticeship courses must be updated to include the prerequisite, ***“Student is a registered State indentured apprentice,”*** to comply with the Chancellor’s Office mandate.

Palomar College
Curriculum Committee Actions
Wednesday May 18, 2016

I. **ACTION - SECOND READING**

The following curriculum changes, pending appropriate approvals, will be effective **Fall 2016**:

A. **New Programs**

1. Program Title: Associate in Arts in Communication Studies for Transfer
Discipline: Speech (SPCH)
Award Type: AA-T Transfer Major
Total Units: 18.00
Created to comply with SB 440 Transfer Degrees.
Christopher R. Lowry
2. Program Title: Associates in Science in Biology for Transfer Degree
Discipline: Biology (BIOL)
Award Type: AS-T Transfer Major
Total Units: 33.00 - 35.00
Created to comply with SB 440 Transfer Degrees.
Elizabeth A. Pearson

B. **Program Changes**

1. Program Title: Music
Discipline: Music (MUS)
Award Type: AA-T Transfer Major
Total Units: 22.00
Created to comply with SB 440 Transfer Degrees.
Paul Kurokawa

C. **Credit Courses Changes**

1. Course Number and Title: BIOL 200 Foundations of Biology I
Discipline: Biology (BIOL)
Prerequisites: CHEM 110
Course Included in the following programs:
 - a. Associates in Science in Biology for Transfer Degree, AS-T Transfer MajorAssociate Degree General Education - B: Natural Sciences
CSU GE Area B: Scientific Inquiry and Quantitative Reasoning - B2: Life Science
CSU GE Area B: Scientific Inquiry and Quantitative Reasoning - B3: Laboratory Activity
IGETC Area 5: Physical and Biological Sciences - 5B: Biological Science
IGETC Area 5: Physical and Biological Sciences - 5C: Laboratory Activity
Transfer Acceptability: UC, CSU
Added CHEM 110 as prerequisite, removed CHEM 110 as completion of or concurrent enrollment, updated textbooks.
Elizabeth A. Pearson
2. Course Number and Title: BIOL 201 Foundations of Biology II
Discipline: Biology (BIOL)
Prerequisites: BIOL 200
Course Included in the following programs:
 - a. Associates in Science in Biology for Transfer Degree, AS-T Transfer Major
 - b. Associate Degree General Education - B: Natural Sciences

CSU GE Area B: Scientific Inquiry and Quantitative Reasoning - B2: Life Science
CSU GE Area B: Scientific Inquiry and Quantitative Reasoning - B3: Laboratory Activity
IGETC Area 5: Physical and Biological Sciences - 5B: Biological Science
IGETC Area 5: Physical and Biological Sciences - 5C: Laboratory Activity
Transfer Acceptability: UC, CSU

Added BIOL 200 as prerequisite, removed BIOL 200 as completion of or concurrent enrollment, updated objectives, content and textbooks, changed CB11 from 'A' to 'Y-Credit Course.'

Elizabeth A. Pearson

3. Course Number and Title: MUS 105 Music Theory I

Discipline: Music (MUS)

Prerequisites: MUS 103,

Co-requisites: MUS 110

Course Included in the following programs:

- a. Music, AA-T Transfer Major

CSU GE Area C: Arts and Humanities - C1: Arts

IGETC Area 3: Arts and Humanities - 3A: Arts

Transfer Acceptability: UC, CSU

Decreased lab hours from 2 to 1, added MUS 103 as prerequisite, updated description, objectives, methods of instruction, content, textbooks, required reading, outside assignments, required writing and methods of assessment, changed CB11 from 'A' to 'Y-Credit Course.'

Ellen Weller

4. Course Number and Title: MUS 106 Music Theory II

Discipline: Music (MUS)

Prerequisites: MUS 105,

Co-requisites: MUS 111

Course Included in the following programs:

- a. Music, AA-T Transfer Major

Transfer Acceptability: UC, CSU

Decreased lab hours from 2 to 1, updated methods of instruction, textbooks, required reading, required writing and methods of assessment, changed CB11 from 'A' to 'Y-Credit Course.'

Ellen Weller

5. Course Number and Title: MUS 110 Music Skills I

Discipline: Music (MUS)

Prerequisites: MUS 103,

Recommended Prep: Demonstrated ability to read music acquired through prior study (i.e. private lessons or AP Music Theory)

Course Included in the following programs:

- a. Music, AA-T Transfer Major

Transfer Acceptability: UC, CSU

Decreased lab hours from 3 to 1, replaced "ability to read and write basic music notations" prerequisite with MUS 103, added recommended preparation "demonstrated ability to read music acquired through prior study (i.e. private lessons or AP Music Theory), updated methods of instruction, content, textbooks, suggested reading, outside assignments, critical thinking and methods of assessment, changed CB11 from 'A' to 'Y-Credit Course.'

Ellen Weller

6. Course Number and Title: MUS 111 Music Skills II

Discipline: Music (MUS)

Prerequisites: MUS 110

Course Included in the following programs:

- a. Music, AA-T Transfer Major

Transfer Acceptability: UC, CSU

Decreased lab hours from 3 to 1, updated methods of instruction, textbooks, suggested reading, outside assignments, critical thinking and methods of assessment, changed CB11 from 'A' to 'Y-Credit Course.'

Ellen Weller

7. Course Number and Title: MUS 151 Concert Band

Discipline: Music (MUS)

Course Included in the following programs:

- a. Music, AA-T Transfer Major

Transfer Acceptability: UC, CSU

Repeatability: May be taken 4 times.

Removed "ability to perform one or more band instruments" prerequisite, updated objectives, methods of instruction, content, textbook, suggested reading, outside assignments, critical thinking, required writing, methods of assessment and repeatability justification, changed CB11 from 'A' to 'Y-Credit Course.'

Ellen Weller

8. Course Number and Title: MUS 155 Chamber Ensemble - Brass

Discipline: Music (MUS)

Course Included in the following programs:

- a. Music, AA-T Transfer Major

Transfer Acceptability: UC, CSU

Repeatability: May be taken 4 times.

Removed "ability to perform one or more instruments and to sight read music" prerequisite, updated objectives, methods of instruction, content, textbooks, outside assignments, required writing, methods of assessment and repeatability justifications, changed CB11 from 'A' to 'Y-Credit Course.'

Ellen Weller

9. Course Number and Title: MUS 184 Electronic Ensemble

Discipline: Music (MUS)

Prerequisites: MUS 103

Course Included in the following programs:

- a. Music, AA-T Transfer Major

Transfer Acceptability: CSU

Updated objectives, content, textbook, outside assignments, added CB11 code 'Y-Credit Course.'

Ellen Weller

10. Course Number and Title: MUS 210 Advanced Harmony

Discipline: Music (MUS)

Prerequisites: MUS 106,

Co-requisites: MUS 215

Course Included in the following programs:

- a. Music, AA-T Transfer Major

Transfer Acceptability: UC, CSU

Decreased lab hours from 2 to 1, updated objectives, content, textbooks, outside assignments, required writing and methods assessment, changed CB11 from 'A' to 'Y-Credit Course.'

Paul Kurokawa

11. Course Number and Title: MUS 211 Counterpoint

Discipline: Music (MUS)

Prerequisites: MUS 210,

Co-requisites: MUS 216

Course Included in the following programs:

- a. Music, AA-T Transfer Major
Transfer Acceptability: UC, CSU
Decreased lab hours from 2 to 1, updated objectives, content, textbooks, outside assignments, critical thinking, required writing, methods assessment, CB11 from 'A' to 'Y-Credit Course.'
Paul Kurokawa
12. Course Number and Title: MUS 215 Music Skills III
Discipline: Music (MUS)
Prerequisites: MUS 111
Course Included in the following programs:
a. Music, AA-T Transfer Major
Transfer Acceptability: UC, CSU
Decreased lab hours from 3 to 1, updated objectives, content, textbooks and outside assignments, changed CB11 from 'A' to 'Y-Credit Course.'
Paul Kurokawa
13. Course Number and Title: MUS 216 Music Skills IV
Discipline: Music (MUS)
Prerequisites: MUS 215
Course Included in the following programs:
a. Music, AA-T Transfer Major
Transfer Acceptability: UC, CSU
Decreased lab hours from 3 to 1, added methods of instruction, updated content, textbook and outside assignments.
Paul Kurokawa
14. Course Number and Title: MUS 220 Applied Music
Discipline: Music (MUS)
Co-requisites: MUS 222, and MUS 134, or MUS 143, or MUS 147, or MUS 148, or MUS 149, or MUS 150, or MUS 151, or MUS 152, or MUS 155, or MUS 157, or MUS 158, or MUS 159, or MUS 172, or MUS 184, or MUS 198,
Transfer Acceptability: UC, CSU
Repeatability: May be taken 2 times.
Added 1 lecture hour, removed 3 lab hours, updated objectives, methods of instruction, content, textbooks, methods of assessment, updated repeatability justification.
Ellen Weller

D. **Requisites and Advisories**

The establishment of the following advisories meets Title 5 Regulations 55003, effective Fall 2016.

<u>Catalog Number</u>	<u>Type</u>	<u>Description</u>	<u>Proposal Type</u>
BIOL 200	Prerequisite	CHEM 110,	Change
	Prereq./Coreq.	CHEM 110	
BIOL 201	Prerequisite	BIOL 200	Change
	Prereq./Coreq.	BIOL 200	
MUS 105	Prerequisite	MUS 103	Change
	Corequisite	MUS 110	
MUS 106	Prerequisite	MUS 105	Change
	Corequisite	MUS 111	
MUS 110	Prerequisite	Ability to read and write basic music notations, MUS 103;	Change
	Recomm. Prep.	Demonstrated ability to read music acquired through prior study (i.e. private lessons or AP Music Theory),	
MUS 111	Prerequisite	MUS 110	Change
MUS 151	Prerequisite	Ability to perform one or more band instruments	Change
MUS 155	Prerequisite	Ability to perform one or more instruments and to sight read music	Change

MUS 184	Prerequisite	MUS 103	Change
MUS 210	Prerequisite	MUS 106	Change
	Corequisite	MUS 215	
MUS 211	Prerequisite	MUS 210	Change
	Corequisite	MUS 216	
MUS 215	Prerequisite	MUS 111	Change
MUS 216	Prerequisites	MUS 215	Change
MUS 220	Corequisite	MUS 222, and MUS 134, or MUS 143, or MUS 147, or MUS 148, or MUS 149, or MUS 150, or MUS 151, or MUS 152, or MUS 155, or MUS 157, or MUS 158, or MUS 159, or MUS 172, or MUS 184, or MUS 198,	Change

E. **ACTION - TECHNICAL CORRECTIONS**

1. The CB04 codes for the Athletics courses listed below were inadvertently changed from Credit to non-degree applicable. This was a mistake. These courses are transfer and therefore remain degree applicable.

<u>Course Number</u>	<u>Course Title</u>
ACS 101	ACS 140
ACS 110	ACS 145
ACS 115	ACS 150
ACS 120	ACS 155
ACS 125	ACS 160
ACS 130	ACS 165
ACS 135	

RECEIVED

APR 21 2016

Instructional Services

EXHIBIT J-25

Print Form

Palomar College
Extended Field Trip Authorization Request

(An Extended Field Trip is held in lieu of several class meetings and includes one or more overnight stays. It may involve domestic or international travel.)

Instructor's Name(s) Jaime Arroyo
Department Athletics

To the Instructor: It is your responsibility to be familiar with extended field trip regulations as found in Governing Board policy and procedures. Only students registered in the class may participate in extended field trips. PLEASE NOTE: All extended field trip requests require Palomar College Governing Board approval and must be submitted at least FIVE WEEKS prior to the proposed trip.

1. Dates of trip: Wed., 7/20 - Fri., 7/22
2. Location/Address: West Gate Las Vegas Resort, 3000 Paradise Rd, Las Vegas, NV 89109
3. Class Name(s) and Class Number(s) Summer camp

4. Regular class meeting day, time, location, and classroom number:
Summer camp

5. Specify what alternate learning activity has been arranged for students not making trip. Alternate arrangements are required. "None" or "Allowed absence" will not satisfy this requirement:

None, not a class.

6. Costs:
The instructor must make arrangements with the Cashier's Office for collection of student fees, if applicable. Instructors are not to collect fees from students.

● Transportation (see below):	\$ <u>900.00</u>	Transportation/Lodging/Fees:
● Lodging (specify location):	\$ <u>10,000</u>	
● Other Fees (specify):	\$ _____	
● Total Costs:	\$ <u>10,900</u>	

7. Itinerary (attach): Itinerary must identify required activities, total instructional hours, and specific meeting times.

8. Individual participants will be determined by qualification by the coach during the summer camp.

8. List of all participants (~~attach sheet~~) See above

9. Waivers signed by each participant or guardian (Waivers are available on the Instructional Services website.)

10. ☒ Yes Students have been supplied with a copy of the Student Code of Conduct.

11. Mode of transportation: ☒ College Car or Van ☐ Commercial Transportation
☐ Student Vehicles ☐ Other (attach sheet)

Please submit a *Request of Use of College Vehicle* to Facilities if a college car or van is desired, or purchasing requisition to Purchasing if commercial transportation is desired.

Please indicate below the type of transportation requested, if any, so that a copy of the approved Extended Field Trip request can be submitted to the appropriate office in order to release the vehicle(s).

☒ College Car or Van ☐ Commercial Transportation

Additional Requirement for International Extended Field Trip:

12. U.S. Department of State Travel Warnings or Travel Alerts for the Area:
(http://travel.state.gov/travel/cis_pa_tw/tw/tw_1764.html) Do any exist? ☐ Yes ☒ No
(If a travel warning or alert exists and you are still requesting the Extended Field Trip, attach an explanation.)

Instructor's Signature

Date

4/18/16

Reviewed and Approved by:

Department Chairperson/Director

Date

04/18/2016

Division Dean

Date

B. Sullivan

4/21/16

Assistant Superintendent/Vice President for Instruction
(required for Extended Field Trip)

B. Sullivan

Date 04/22/16

Division Office Use

Approved _____ Disapproved _____

1. Original to instructional Services _____
Date _____

2. Copy to Division Dean _____
Date _____

3. Copy to Instructor _____
Date _____

4. Copy to Center Staff _____
Date _____

5. Copy to Building/Grounds
Purchasing _____
Date _____

Date of Governing Board approval

Note to Dean: Please submit original to Instructional Services after approval.

If the class is taught at an Educational Center, please send a copy of this form to the Center staff after approval.



2015 NCA College 3 Day Camp



Day 1

- 10:00-12:00 Registration
- 1:00 Opening Session
- 1:30 Game Day Cheers and Chants
GDIT Session
Coaches' Meeting - Camp Info/Q&A
- 2:30 Rally Routine Choreography
- 3:00 Partner Stunt Class
- 4:30 A – Dinner
B – Practice (30 Min)
- 5:00 B – Dinner
- 6:00 **Coaches' Session - College Nationals**
- 6:45 A – Practice (30 Min)
- 7:15 Pyramid Class
- 8:15 Custom Coaching
- 8:45 Mascots / Awards

Day 2 (Con't)

- 2:00 Basket Toss Class / Girl's Dance
- 2:45 Pyramids / Top Gun Stunts Sign-up
- 4:00 All-American Tryouts
- 4:30 B – Dinner
A – Practice
- 5:00 A – Dinner
- 6:00 B – Practice
- 6:30 A & B - Practice
- 7:00 Game Day Evaluation
- 7:30 Top Gun Stunts
- 8:00 Awards

Day 2

- 9:00 Warm-up/NCA Primetime Sign-up
- 9:15 Partner Stunt Class
- 10:30 NCA Primetime & All-American Sign-up
- 11:30 A – Custom Coaching
B – Lunch – Practice (30 Min)
- 12:00 A – Lunch – Practice (30 Min)
- 1:00 **Coaches' Session - Camp Assessment**
- 1:30 B – Custom Coaching

Day 3

- 8:30 **Coaches' Meeting**
- 9:00 Warm Up & Practice Time
- 9:30 Rally Routine Evaluation
- 10:00 Game Day Evaluation
- 10:30 Evaluation Ribbons (Turn in Ballots to Buddy)
Practice
- 10:45 Rally Routine Competition
- 11:00 Game Day Run-Off
- 11:15 Mascots
- 11:30 Final Awards

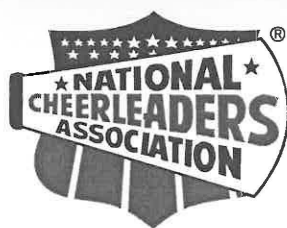
Have a Safe and Successful Season!



VARSITY SPIRIT

COLLEGE CHEER & DANCE CAMP

featuring



JULY 20-22, 2016

WESTGATE LAS VEGAS
RESORT & CASINO
LAS VEGAS, NEVADA



RESIDENT PARTICIPANTS AND
COACHES, \$305 PER PERSON

RESIDENT CHAPERONES AND NON-
PARTICIPANTS, \$270 PER PERSON

INSTRUCTION ONLY PARTICIPANTS
AND COACHES, \$230 PER PERSON

GET REGISTERED TODAY!

Contact your Varsity Apparel Rep or

NCA CAMERON LARSEN
(UT, ID, AZ & NV)
CLarsen@varsity.com

ASHLEY PARADISE
(CA, WA & OR)
AParadise@varsity.com

NDA & USA NICOLE CESTONE
NCestone@varsity.com

USA MATT GOTO (Spirit)
MGoto@varsity.com

Feel the excitement - More teams, more staff, more material, more fun!
Join the top collegiate cheer and dance instructors from NCA, NDA & USA at
the Westgate Las Vegas Resort & Casino in Las Vegas, Nevada!

Earn bids to both NCA & NDA and USA Collegiate Championships -
teams may attend both!

*All head and assistant coaches will receive their own single hotel room at
NO additional charge!*

- Over 1,000 participants in 2015
- Over 50 top Collegiate Cheer and Dance Instructors from USA, NCA & NDA
- Learn from some of the top Master Instructors in the dance industry
- Over 80,000 sq. ft. of carpeted, air-conditioned class space
(mats provided for cheer)
- Pool, spa, fitness center, 14 restaurants, casino and more!
- Paid Bids to BOTH NCA & NDA and USA Collegiate Championships!
- Hottest & most innovative curriculum in the industry

SPECIAL OFFER!

Come and stay a day early (Tuesday, July 19) for only \$85 per room.

Last year's combo camp with NCA, NDA and USA was a huge hit!

**Sign up today and be part of the largest collegiate camp event in the
West. It's where everyone wants to be in 2016!**

**WESTGATE LAS VEGAS
RESORT & CASINO**
3000 Paradise Road
Las Vegas, 89109
800.732.7117
westgatedestinations.com



PALOMAR COLLEGE

SUBJECT: Board Policies

DESCRIPTION: Throughout the academic year the Policies and Procedures Committee monitors, reviews, and amends District Policies and Procedures. Following Committee approval they are submitted to the Strategic Planning Council for additional review and approval prior to being submitted to the Governing Board for review and final approval.

The following Board Policy has undergone review through the Shared Governance Process. These items are presented here for **second reading and adoption:**

Policy Number	Title	Comments
BP 3200	Accreditation	First reading 5/10/16

GENERAL INSTITUTION

REV 2-19-15

BP 3200 ACCREDITATION**Reference:**ACCJC Accreditation Eligibility Requirement 21 20;ACCJC Accreditation Standards I.C.12 and 13 (formerly IV.B.1.i)Title 5 Section 51016

The Superintendent/President shall ensure that the District complies with the accreditation process and standards of the Accrediting Commission of Community and Junior Colleges and of accrediting agencies of other District programs that seek special accreditation.

The Superintendent/President shall keep the Governing Board informed of the status of accreditations and the relevant accrediting associations.

The Superintendent/President shall ensure that the Governing Board is involved in each accreditation process in which Governing Board participation is required.

The Superintendent/President shall provide the Governing Board with a summary of each accreditation report and any actions taken or to be taken in response to recommendations in an accreditation report.

Changes in yellow suggested from CCLC.

Date Adopted: 4/14/2009

This version of BP 3200 supersedes all previous versions.



Purchase Orders - Board Report

Page No.	1
Run Time	9:26:21 AM
Run Date	June/02/2016

<u>PO #</u>	<u>Date</u>	<u>Vendor Name</u>	<u>Category</u>	<u>Department</u>	<u>Amount</u>
Equipment and Supplies					
0000011803	04/27/16	DELL COMPUTER CORPORATION	EQUIP TECH NONINSTR 5K OR MORE	FINANCIAL AID & SCHOLARS	23,546.64
0000011815	05/03/16	RAYMOND ALLYN BUSINESS SUPPLY	EQUIP NONINSTR, REPL 1K-4999	EOPS	696.60
0000011817	05/03/16	RAYMOND ALLYN BUSINESS SUPPLY	EQUIP NONINSTR, REPL 1K-4999	EOPS	1,055.16
0000011820	05/03/16	FOLLETT	STUDENT OTHER SERVICES	EOPS	1,331.01
0000011822	05/04/16	DELL COMPUTER CORPORATION	EQ NONIN ADD 1K-4999; GUNS;CPU	TRIO EDUC OPPORTUNITY CE	1,933.94
0000011824	05/04/16	DELL COMPUTER CORPORATION	EQ NONIN ADD 1K-4999; GUNS;CPU	VETERANS SERVICES	94.92
0000011824	05/04/16	DELL COMPUTER CORPORATION	EQUIP TECH NONINSTR < 5000	VETERANS SERVICES	1,475.00
0000011826	05/05/16	TEAMWORK PROMOTIONAL ADVERTISING	ADVERTISE NOT REQ BY LAW	CALWORKS/TANF	2,417.70
0000011827	05/05/16	TEAMWORK PROMOTIONAL ADVERTISING	ADVERTISE NOT REQ BY LAW	CALWORKS/TANF	2,598.20
0000011829	05/05/16	TEAMWORK PROMOTIONAL ADVERTISING	ADVERTISE NOT REQ BY LAW	EOPS	366.20
0000011830	05/05/16	EMERSON NETWORK POWER LIEBERT SERVICES	EQUIP NONINSTR, 5K OR MORE	FACILITIES DEPARTMENT	7,564.68
0000011833	05/05/16	APPLE COMPUTER INC	EQUIP TECH INSTR < 4900	COMPUTER SCI & INFO TECH	1,459.56
0000011835	05/05/16	AIRGAS WEST	INSTR SUPPL/MATERIALS	WELDING	3,236.58
0000011837	05/06/16	ESCONDIDO METAL SUPPLY	INSTR SUPPL/MATERIALS	WELDING	2,886.84
0000011838	05/06/16	FREE FORM CLAY & SUPPLY	INSTR SUPPL/MATERIALS	ART	2,214.87
0000011843	05/09/16	HP INC	NONINSTR SUPPLIES/MATERIALS	OFFICE,VP HUMAN RESRCSVC	110.68
0000011844	05/09/16	HP INC	NONINSTR SUPPLIES/MATERIALS	BUSINESS ADMINISTRATION	407.07
0000011845	05/09/16	BEST BUY GOV LLC	INSTR SUPPL/MATERIALS	ART	1,198.80
0000011847	05/09/16	OFFICE DEPOT BUSINESS SERV	NONINSTR SUPPLIES/MATERIALS	BUSINESS ADMINISTRATION	129.25
0000011854	05/10/16	APPLE COMPUTER INC	EQ NONIN ADD 1K-4999; GUNS;CPU	TTIP SOUTH	7,649.12
0000011855	05/10/16	AIRGAS WEST	INSTR SUPPL/MATERIALS	WELDING	1,053.67
0000011859	05/11/16	FISHER SCIENTIFIC COMPANY L.L.C.	EQ INSTR ADD 1K-4999; GUNS;CPU	OFFICE OF THE VP INSTRUCT	3,172.65



Purchase Orders - Board Report

Page No. 2
Run Time 9:26:21 AM
Run Date June/02/2016

<u>PO #</u>	<u>Date</u>	<u>Vendor Name</u>	<u>Category</u>	<u>Department</u>	<u>Amount</u>
0000011860	05/11/16	HP INC	EQUIP INSTR, REPL 1K - 4999	MEDIA STUDIES DEPARTMENT	3,454.92
0000011863	05/11/16	SANAKO INC	INSTR SUPPL/MATERIALS	WORLD LANGUAGES DEPARTME	907.20
0000011864	05/11/16	SOUTH COAST COPY SYSTEMS	EQUIP NONINSTR, 5K OR MORE	INTERNATIONAL STUDENT SV	2,684.46
0000011864	05/11/16	SOUTH COAST COPY SYSTEMS	EQUIP NONINSTR, 5K OR MORE	FINANCIAL AID & SCHOLARS	2,904.25
0000011864	05/11/16	SOUTH COAST COPY SYSTEMS	EQUIP NONINSTR, 5K OR MORE	FINANCIAL AID & SCHOLARS	11,953.53
0000011865	05/11/16	3TRACE DBA TRACE3	EQUIP TECH NONINSTR 5K OR MORE	TTIP SOUTH	9,900.20
0000011866	05/12/16	3TRACE DBA TRACE3	SOFTWARE LICENSING FEES	INSTL OBLIGATIONS INFO S	570.72
0000011866	05/12/16	3TRACE DBA TRACE3	SOFTWARE LICENSING FEES	GENERAL LEDGER CONTROL	3,424.28
0000011867	05/12/16	NEW TECHNICAL SOLUTIONS INC	EQUIP TECH NONINSTR < 5000	FINANCIAL AID & SCHOLARS	482.20
0000011870	05/12/16	CHEMGLASS LIFE SCIENCES LLC	INSTR SUPPL/MATERIALS	OFFICE OFTHE VP INSTRUCT	7,132.86
0000011871	05/13/16	FISHER SCIENTIFIC COMPANY L.L.C.	EQ INSTR ADD 1K-4999; GUNS;CPU	CHEMISTRY	813.17
0000011871	05/13/16	FISHER SCIENTIFIC COMPANY L.L.C.	EQ INSTR ADD 1K-4999; GUNS;CPU	OFFICE OFTHE VP INSTRUCT	2,377.61
0000011872	05/13/16	VWR SCIENTIFIC PRODUCTS	INSTR SUPPL/MATERIALS	CHEMISTRY	6,517.28
0000011873	05/16/16	VWR SCIENTIFIC PRODUCTS	INSTR SUPPL/MATERIALS	OFFICE OFTHE VP INSTRUCT	4,352.65
0000011875	05/17/16	SID TOOL CO INC	NONINSTR SUPPLIES/MATERIALS	DRAFTING TECHNOLOGY	464.98
0000011876	05/17/16	SID TOOL CO INC	NONINSTR SUPPLIES/MATERIALS	DRAFTING TECHNOLOGY	207.53
0000011877	05/17/16	SID TOOL CO INC	EQUIP INSTRUCT ADDTNL > \$1,000	DRAFTING TECHNOLOGY	5,531.33
0000011878	05/17/16	SUNBELT RENTALS INC	EQUIP NONINSTR, 5K OR MORE	FACILITIES DEPARTMENT	72,590.20
0000011879	05/17/16	AMERICAN CHEMICAL SOCIETY DIV OF CHEMICA	INSTR SUPPL/MATERIALS	CHEMISTRY	344.00
0000011881	05/17/16	EVANS & SUTHERLAND	EQ NONIN ADD 1K-4999; GUNS;CPU	PLANETARIUM	2,160.00
0000011886	05/17/16	ALLBRANDS LLC	EQ INSTR ADD 1K-4999; GUNS;CPU	FASHION	3,655.51
0000011887	05/18/16	PARAMEDIC RESOURCES INC	INSTR SUPPL/MATERIALS	EMERGENCY MEDICAL ED	4,454.19
0000011888	05/18/16	FARO TECHNOLOGY INC	EQUIP INSTRUCT ADDTNL > \$1,000	DRAFTING TECHNOLOGY	1,392.20
0000011890	05/18/16	SWANER HARDWOODS	INSTR SUPPL/MATERIALS	CABINET & FURNITURE TECH	2,445.56
0000011893	05/19/16	DELL COMPUTER CORPORATION	EQ NONIN ADD 1K-4999; GUNS;CPU	TTIP SOUTH	4,063.67



Purchase Orders - Board Report

Page No. 3
Run Time 9:26:21 AM
Run Date June/02/2016

<u>PO #</u>	<u>Date</u>	<u>Vendor Name</u>	<u>Category</u>	<u>Department</u>	<u>Amount</u>
0000011895	05/23/16	TOWER PRODUCTS INC	EQUIP NONINSTR, REPL 1K-4999	EDUCATIONAL TELEVISION	2,252.33
0000011897	05/23/16	WW GRAINGER INC	EQ NONIN ADD 1K-4999; GUNS;CPU	OFFICE,VP ADMINISTRATIV	5,889.67
0000011897	05/23/16	WW GRAINGER INC	EQ NONIN ADD 1K-4999; GUNS;CPU	OFFICE,VP ADMINISTRATIV	23,558.69
0000011898	05/23/16	BRILLIANT MARKETING IDEAS INC	SHIPPING/HANDLING CHARGES	HEA TRIO	40.80
0000011898	05/23/16	BRILLIANT MARKETING IDEAS INC	NONINSTR SUPPLIES/MATERIALS	HEA TRIO	617.76
0000011902	05/23/16	DELL COMPUTER CORPORATION	EQ NONIN ADD 1K-4999; GUNS;CPU	CALWORKS/TANF	17,193.20
0000011904	05/23/16	DELL COMPUTER CORPORATION	EQUIP NONINSTR, 5K OR MORE	CAMPUS POLICE	12,853.61
0000011908	05/23/16	DELL COMPUTER CORPORATION	EQ NONIN ADD 1K-4999; GUNS;CPU	ESCONDIDO CENTER	1,922.79
0000011910	05/24/16	BLUEBERRY BRANDS LLC	NONINSTR SUPPLIES/MATERIALS	BUSINESS ADMINISTRATION	135.46
0000011911	05/24/16	EAST BAY RESTAURANT SUPPLY INC	NONINSTR SUPPLIES/MATERIALS	BUSINESS ADMINISTRATION	40.60
0000011912	05/24/16	B & H PHOTO-VIDEO INC	INSTR SUPPL/MATERIALS	MEDIA STUDIES DEPARTMENT	51.57
0000011912	05/24/16	B & H PHOTO-VIDEO INC	INSTR SUPPL/MATERIALS	MEDIA STUDIES DEPARTMENT	616.67
0000011913	05/24/16	TEAMWORK PROMOTIONAL ADVERTISING	NONINSTR SUPPLIES/MATERIALS	TRIO-UPWARD BOUND	1,470.92
0000011913	05/24/16	TEAMWORK PROMOTIONAL ADVERTISING	NONINSTR SUPPLIES/MATERIALS	TRIO-UPWARD BOUND	1,470.93
0000011917	05/24/16	DELL COMPUTER CORPORATION	EQ NONIN ADD 1K-4999; GUNS;CPU	CAMPUS POLICE	1,369.69
0000011920	05/24/16	FHEG PALOMAR COLLEGE BOOKSTORE 688-1001	STUDT BOOK/SUPLY PAYMENTS	EOPS	12,151.81
0000011923	05/24/16	RAYMOND ALLYN BUSINESS SUPPLY	EQUIP INSTR, REPL 1K - 4999	ESCONDIDO CENTER	6,225.42
0000011928	05/25/16	PERKINELMER INFORMATICS INC	MAINT AGR, SOFTWARE	OFFICE OFTHE VP INSTRUCT	3,553.20
0000011930	05/25/16	FLIR COMMERCIAL SYSTEMS INC	EQ INSTR ADD 1K-4999; GUNS;CPU	OFFICE OFTHE VP INSTRUCT	4,342.30
0000011935	05/25/16	3TRACE DBA TRACE3	EQUIP TECH NONINSTR 5K OR MORE	TTIP SOUTH	10,914.24
0000011936	05/25/16	HP INC	EQ NONIN ADD 1K-4999; GUNS;CPU	ESCONDIDO CENTER	3,614.28
0000011937	05/25/16	HP INC	HARDWARE/SOFTWARE	ESL DEPARTMENT	931.74
0000011939	05/25/16	CART MART INC	EQ NONIN ADD 1K-4999; GUNS;CPU	FACILITIES DEPARTMENT	11,766.60
0000011940	05/26/16	LIVING DIRECT INC	EQ INSTR ADD 1K-4999; GUNS;CPU	BIOLOGY	1,344.60



Purchase Orders - Board Report

Page No. 4
Run Time 9:26:21 AM
Run Date June/02/2016

<u>PO #</u>	<u>Date</u>	<u>Vendor Name</u>	<u>Category</u>	<u>Department</u>	<u>Amount</u>
0000011941	05/26/16	TEAMWORK PROMOTIONAL ADVERTISING	ADVERTISE NOT REQ BY LAW	CALWORKS/TANF	477.85
0000011943	05/26/16	OFFICE DEPOT BUSINESS SERV	INSTR SUPPL/MATERIALS	BUSINESS ADMINISTRATION	868.88
0000011944	05/26/16	G&R TIRE	NONINSTR SUPPLIES/MATERIALS	WAREHOUSE	2,500.00
0000011945	05/27/16	CCS PRESENTATION SYSTEMS INC	EQ NONIN ADD 1K-4999; GUNS;CPU	ESCONDIDO CENTER	1,721.00
0000011946	05/27/16	FISHER SCIENTIFIC COMPANY LLC	EQ INSTR ADD 1K-4999; GUNS;CPU	OFFICE OFTHE VP INSTRUCT	8,639.91
0000011947	05/27/16	TEAMWORK PROMOTIONAL ADVERTISING	ADVERTISE NOT REQ BY LAW	CALWORKS/TANF	739.60
0000011948	05/31/16	TEAMWORK PROMOTIONAL ADVERTISING	ADVERTISE NOT REQ BY LAW	CALWORKS/TANF	1,186.02
0000011949	05/31/16	TEAMWORK PROMOTIONAL ADVERTISING	ADVERTISE NOT REQ BY LAW	CALWORKS/TANF	624.80
0000011952	05/31/16	TEAMWORK PROMOTIONAL ADVERTISING	NONINSTR SUPPLIES/MATERIALS	TRIO-UPWARD BOUND	741.15
0000011952	05/31/16	TEAMWORK PROMOTIONAL ADVERTISING	NONINSTR SUPPLIES/MATERIALS	TRIO-UPWARD BOUND	741.15
0000011953	05/31/16	TEAMWORK PROMOTIONAL ADVERTISING	NONINSTR SUPPLIES/MATERIALS	TRIO-UPWARD BOUND	667.71
0000011953	05/31/16	TEAMWORK PROMOTIONAL ADVERTISING	NONINSTR SUPPLIES/MATERIALS	TRIO-UPWARD BOUND	667.71
0000011954	05/31/16	BRILLIANT MARKETING IDEAS INC	SHIPPING/HANDLING CHARGES	HEA TRIO	369.58
0000011954	05/31/16	BRILLIANT MARKETING IDEAS INC	NONINSTR SUPPLIES/MATERIALS	HEA TRIO	3,442.50
0000011955	06/01/16	BRILLIANT MARKETING IDEAS INC	SHIPPING/HANDLING CHARGES	HEA TRIO	153.02
0000011955	06/01/16	BRILLIANT MARKETING IDEAS INC	NONINSTR SUPPLIES/MATERIALS	HEA TRIO	755.46
0000011956	06/01/16	BRILLIANT MARKETING IDEAS INC	SHIPPING/HANDLING CHARGES	HEA TRIO	45.00
0000011956	06/01/16	BRILLIANT MARKETING IDEAS INC	NONINSTR SUPPLIES/MATERIALS	HEA TRIO	1,414.80
0000011957	06/01/16	BRILLIANT MARKETING IDEAS INC	SHIPPING/HANDLING CHARGES	HEA TRIO	72.09
0000011957	06/01/16	BRILLIANT MARKETING IDEAS INC	NONINSTR SUPPLIES/MATERIALS	HEA TRIO	977.40
0000011958	06/01/16	ANASAZI INSTRUMENTS INC	MAINT AGR, SOFTWARE	CHEMISTRY	432.00
0000011958	06/01/16	ANASAZI INSTRUMENTS INC	MAINT AGR, SOFTWARE	CHEMISTRY	6,118.00



Purchase Orders - Board Report

Page No. 5
Run Time 9:26:21 AM
Run Date June/02/2016

<u>PO #</u>	<u>Date</u>	<u>Vendor Name</u>	<u>Category</u>	<u>Department</u>	<u>Amount</u>
0000011961	06/01/16	WELDON WILLIAMS & LICK INC	EQ NONIN ADD 1K-4999; GUNS;CPU	CAMPUS POLICE	3,960.41
Subtotal for Equipment and Supplies					383,028.56
Agreements/Services					
0000011788	04/22/16	LENSKA INC	NONINSTR SUPPLIES/MATERIALS	SUPINTDT/PRESIDENT'S OFF	216.00
0000011793	04/25/16	SERVICE AMERICA CORPORATION	INDEPENDENT CONTRACTOR	TTIP SOUTH	155,000.00
0000011798	04/26/16	WESS TRANSPORTATION SERVICES INC	RENT TRANSPORTATION	HEA TRIO	540.28
0000011800	04/26/16	FOUNDATION FOR CALIFORNIA COMMUNITY	SOFTWARE LICENSING FEES	GEOGRAPHY	2,000.00
0000011805	04/27/16	BARRY WEHMLER INTERNATIONAL	SOFTWARE LICENSING FEES	DRAFTING TECHNOLOGY	6,900.00
0000011807	04/27/16	COMPUTER PROTECTION TECHNOLOGY	REPAIR/MAINT NONINSTR EQUIP	INSTL OBLIGATIONS INFO S	5,167.56
0000011809	04/29/16	OAKLEY RELOCATION LLC	INDEPENDENT CONTRACTOR	TTIP SOUTH	3,470.00
0000011810	05/02/16	ALLIE'S PARTY RENTALS	RENT/LEASE EQUIPMENT	GOVERNING BOARD	610.11
0000011814	05/03/16	MEAD,KAYLA	INDEPENDENT CONTRACTOR	FASHION	1,000.00
0000011816	05/03/16	LINDA CAPUTI INC	INDEPENDENT CONTRACTOR	VATEA	4,221.01
0000011818	05/03/16	RAYMOND ALLYN BUSINESS SUPPLY	EQUIP NONINSTR, REPL 1K-4999	EOPS	2,319.21
0000011821	05/03/16	HMC GROUP	ARCHITECTURE/ENGINEER FEE	FACILITIES DEPARTMENT	10,950.00
0000011823	05/04/16	GEM INDUSTRIAL ELECTRIC INC	BUILDING CONSTRUCTIONS	FACILITIES DEPARTMENT	23,800.00
0000011825	05/04/16	VORTEX INC	BUILDING CONSTRUCTIONS	FACILITIES DEPARTMENT	1,309.60
0000011828	05/05/16	EMPIRISOFT CORPORATION	SOFTWARE UNDER \$5,000.00	OFFICE OF THE VP INSTRUCT	1,825.00
0000011836	05/05/16	20 20 TECHNOLOGIES INC	SOFTWARE UNDER \$5,000.00	INTERIOR DESIGN	625.00
0000011839	05/06/16	BRICKMAN CHARGERS INC	REPAIR/MAINT BLDGS	FACILITIES DEPARTMENT	8,448.00
0000011840	05/06/16	CALIFORNIA TREE SERVICE INC	REPAIR/MAINT BLDGS	FACILITIES DEPARTMENT	7,675.00
0000011841	05/09/16	KNIGHT SECURITY & FIRE SYSTEMS	MAINT AGR, EQUIP	ART	312.00
0000011842	05/09/16	GEM INDUSTRIAL ELECTRIC INC	BUILDING CONSTRUCTIONS	FACILITIES DEPARTMENT	10,384.90
0000011842	05/09/16	GEM INDUSTRIAL ELECTRIC INC	BUILDING CONSTRUCTIONS	FACILITIES DEPARTMENT	16,395.10
0000011849	05/09/16	UNICON INC	OTHER PERSONAL/CONSULT SVCS	INSTL OBLIGATIONS INFO S	5,000.00



Purchase Orders - Board Report

Page No. 6
Run Time 9:26:21 AM
Run Date June/02/2016

<u>PO #</u>	<u>Date</u>	<u>Vendor Name</u>	<u>Category</u>	<u>Department</u>	<u>Amount</u>
0000011850	05/09/16	DUBLABS HOLDING CORP DBA DUBLABS LLC	OTHER PERSONAL/CONSULT SVCS	INSTL OBLIGATIONS INFO S	15,000.00
0000011850	05/09/16	DUBLABS HOLDING CORP DBA DUBLABS LLC	SOFTWARE LICENSING FEES	INSTL OBLIGATIONS INFO S	50,000.00
0000011851	05/09/16	ACTT	TESTS, INSTRUCTIONAL	ENGLISH AS A SEC LANG, E	351.00
0000011856	05/10/16	PAUMA BAND OF MISSION INDIANS	RENT/LEASE LAND/BLDGS	OFF-SITE FACILITY RENTAL	1,350.00
0000011857	05/11/16	CHURCHILL GRAPHICS	PRINTING	PUBLIC AFFAIRS OFFICE	3,377.97
0000011858	05/11/16	CSUSM	RENT/LEASE LAND/BLDGS	OFF-SITE FACILITY RENTAL	2,000.00
0000011862	05/11/16	CITY OF ESCONDIDO	RENT/LEASE LAND/BLDGS	ADMINISTRATION OF JUSTIC	4,000.00
0000011868	05/12/16	FALLBROOK UNION HIGH SCHOOL DISTRICT	RENT/LEASE LAND/BLDGS	OFF-SITE FACILITY RENTAL	30,472.00
0000011869	05/12/16	CAREER AMERICA LLC	MAINT AGR, SOFTWARE	FINANCIAL AID & SCHOLARS	5,060.00
0000011880	05/17/16	POWAY UNIFIED SCHOOL DISTRICT	RENT/LEASE LAND/BLDGS	OFF-SITE FACILITY RENTAL	12,675.00
0000011883	05/17/16	SEWING MACHINES PLUS	EQUIP INSTRUCT ADDTNL > \$1,000	FASHION	1,467.71
0000011884	05/17/16	GEARY,FRANK J	REPAIR/MAINT BLDGS	FACILITIES DEPARTMENT	5,950.00
0000011885	05/17/16	CIVIC PERMITS	SOFTWARE UNDER \$5,000.00	FACILITIES DEPARTMENT	4,300.00
0000011889	05/18/16	CENTER STAGE SOFTWARE	REPAIR/MAINT NONINSTR EQUIP	PLANETARIUM	1,280.00
0000011892	05/19/16	SUNDANCE STAGE LINES INC	RENT/LEASE LAND/BLDGS	HEA TRIO	1,205.25
0000011894	05/23/16	IHA PARTNERSHIP	REPAIR/MAINT BLDGS	TTIP SOUTH	15,000.00
0000011896	05/23/16	CALIFORNIA STATE UNIVERSITY SAN MARCOS	INDEPENDENT CONTRACTOR	AMBCS DIVISION DEAN	1,500.00
0000011899	05/23/16	QUANTUM LEARNING NETWORK	RENT/LEASE LAND/BLDGS	TRIO-UPWARD BOUND	1,000.00
0000011899	05/23/16	QUANTUM LEARNING NETWORK	RENT/LEASE LAND/BLDGS	TRIO-UPWARD BOUND	1,000.00
0000011900	05/23/16	EDCO WASTE AND RECYCLING SERVICES INC	WASTE DISPOSAL	WAREHOUSE	1,500.00
0000011903	05/23/16	VORTEX INC	REPAIR/MAINT BLDGS	STUDENT HEALTH SERVICES	300.00
0000011905	05/23/16	CALIFORNIA CENTER FOR THE ARTS	RENT/LEASE LAND/BLDGS	FASHION	13,222.10
0000011906	05/23/16	STANLEY STEEMER CARPET CLEANER	INDEPENDENT CONTRACTOR	ESCONDIDO CENTER	156.00



Purchase Orders - Board Report

Page No. 7
Run Time 9:26:21 AM
Run Date June/02/2016

<u>PO #</u>	<u>Date</u>	<u>Vendor Name</u>	<u>Category</u>	<u>Department</u>	<u>Amount</u>
0000011907	05/23/16	CCS PRESENTATION SYSTEMS INC	EQ NONIN ADD 1K-4999; GUNS;CPU	ESCONDIDO CENTER	570.00
0000011918	05/24/16	PREMIER FOOD SERVICE MANAGEMENT GROUP	FOOD FOR MEETINGS	EOPS	1,596.16
0000011919	05/24/16	SAN DIEGO MECHANICAL & ENERGY	BUILDING CONSTRUCTIONS	FACILITIES DEPARTMENT	6,535.00
0000011921	05/24/16	ALESSIO FOODS	FOOD FOR MEETINGS	TRIO-UPWARD BOUND	1,535.90
0000011921	05/24/16	ALESSIO FOODS	FOOD FOR MEETINGS	TRIO-UPWARD BOUND	1,535.90
0000011924	05/24/16	BMEA ENTERPRISES INC	EQ NONIN ADD 1K-4999; GUNS;CPU	ESCONDIDO CENTER	30,208.16
0000011926	05/25/16	RISE INTERPRETING INC	INDEPENDENT CONTRACTOR	DRC	1,900.00
0000011927	05/25/16	ALL ABOARD TOURS AND TRAVEL LLC	TRAVEL WITH STUDENT	TRIO-UPWARD BOUND	8,549.30
0000011927	05/25/16	ALL ABOARD TOURS AND TRAVEL LLC	TRAVEL WITH STUDENT	TRIO-UPWARD BOUND	12,823.95
0000011927	05/25/16	ALL ABOARD TOURS AND TRAVEL LLC	TRAVEL WITH STUDENT	GEAR UP	64,119.75
0000011929	05/25/16	MULTIN ELECTRIC INC	BUILDING CONSTRUCTIONS	FACILITIES DEPARTMENT	6,600.00
0000011931	05/25/16	UNIVERSITY OF SAN DIEGO	UPWARD BOUND STUDENT EXPENSE	TRIO-UPWARD BOUND	1,350.00
0000011931	05/25/16	UNIVERSITY OF SAN DIEGO	UPWARD BOUND STUDENT EXPENSE	TRIO-UPWARD BOUND	1,350.00
0000011932	05/25/16	ESCONDIDO UNION SCHOOL DISTRICT	RENT/LEASE LAND/BLDGS	OFF-SITE FACILITY RENTAL	14,976.00
0000011933	05/25/16	ACCREDITING COMMISSION FOR	MEMBERSHIP, DISTRICT	GOVERNING BOARD	36,895.00
0000011934	05/25/16	UNIVERSITY OF SAN DIEGO	UPWARD BOUND STUDENT EXPENSE	TRIO-UPWARD BOUND	28,620.93
0000011934	05/25/16	UNIVERSITY OF SAN DIEGO	UPWARD BOUND STUDENT EXPENSE	TRIO-UPWARD BOUND	28,620.93
0000011934	05/25/16	UNIVERSITY OF SAN DIEGO	UPWARD BOUND STUDENT EXPENSE	GEAR UP	28,629.53
0000011938	05/25/16	UNIVERSITY OF SAN DIEGO	UPWARD BOUND STUDENT EXPENSE	TRIO-UPWARD BOUND	28,620.93
0000011938	05/25/16	UNIVERSITY OF SAN DIEGO	UPWARD BOUND STUDENT EXPENSE	TRIO-UPWARD BOUND	28,620.93
0000011938	05/25/16	UNIVERSITY OF SAN DIEGO	UPWARD BOUND STUDENT EXPENSE	GEAR UP	28,629.53
0000011959	06/01/16	UC REGENTS	EQUIP INSTR, REPL 1K - 4999	EMERGENCY MEDICAL ED	5,800.00
0000011960	06/01/16	KNIGHT SECURITY & FIRE SYSTEMS	SECURITY GUARD SERVICES	EARLY CHLDHOOD ED LAB SC	90.00
0000011962	06/02/16	MCBAIN SYSTEMS	REPAIR/MAINT INSTR EQUIP	OFFICE OF THE VP INSTRUCT	5,905.00

Subtotal for Agreements/Services 814,418.70



Purchase Orders - Board Report

Page No. 8
Run Time 9:26:21 AM
Run Date June/02/2016

<u>PO #</u>	<u>Date</u>	<u>Vendor Name</u>	<u>Category</u>	<u>Department</u>	<u>Amount</u>
Repairs					
0000011853	05/10/16	SAFELITE AUTO GLASS	REPAIR/MAINT NONINSTR EQUIP	FACILITIES DEPARTMENT	300.00
0000011861	05/11/16	TENSATOR INC	REPAIR/MAINT NONINSTR EQUIP	FISCAL SERVICES DEPARTMN	270.00
0000011950	05/31/16	MIRAMAR BOBCAT INC	REPAIR/MAINT NONINSTR EQUIP	FACILITIES DEPARTMENT	860.00
Subtotal for Repairs					1,430.00
Prop M - Bond Money					
0000011797	04/26/16	MASSON & ASSOCIATES INC	ARCHITECTURE/ENGINEER FEE	PROP M BOND	4,950.00
0000011811	05/02/16	SWINERTON MANAGEMENT & CONSULTING INC	BLUEPRINT/INSPECTION SVCS	PROP M BOND	15,171.00
0000011812	05/02/16	3TRACE DBA TRACE3	EQUIP TECH NONINSTR < 5000	PROP M BOND	5,702.40
0000011812	05/02/16	3TRACE DBA TRACE3	MAINT AGR, SOFTWARE	PROP M BOND	6,400.00
0000011812	05/02/16	3TRACE DBA TRACE3	SOFTWARE LICENSING FEES	PROP M BOND	12,458.69
0000011812	05/02/16	3TRACE DBA TRACE3	MAINT AGR, EQUIP	PROP M BOND	15,675.13
0000011812	05/02/16	3TRACE DBA TRACE3	EQUIP TECH NONINSTR 5K OR MORE	PROP M BOND	29,462.40
0000011812	05/02/16	3TRACE DBA TRACE3	SOFTWARE LICENSING FEES	PROP M BOND	92,597.43
0000011812	05/02/16	3TRACE DBA TRACE3	EQUIP TECH NONINSTR 5K OR MORE	PROP M BOND	95,752.80
0000011812	05/02/16	3TRACE DBA TRACE3	MAINT AGR, EQUIP	PROP M BOND	99,524.87
0000011813	05/02/16	COMPUTER PROTECTION TECHNOLOGY	EQUIP TECH NONINSTR < 5000	PROP M BOND	4,699.92
0000011819	05/03/16	BERGELECTRIC CORP	EQ NONIN ADD 1K-4999; GUNS;CPU	PROP M BOND	3,540.00
0000011831	05/05/16	FRONTIER FENCE COMPANY INC	BUILDING CONSTRUCTIONS	PROP M BOND	2,626.00
0000011832	05/05/16	BEAR COMMUNICATIONS INC	EQ NONIN ADD 1K-4999; GUNS;CPU	PROP M BOND	2,017.59
0000011832	05/05/16	BEAR COMMUNICATIONS INC	EQ NONIN ADD 1K-4999; GUNS;CPU	PROP M BOND	2,415.43
0000011834	05/05/16	BEAR COMMUNICATIONS INC	EQ NONIN ADD 1K-4999; GUNS;CPU	PROP M BOND	23,817.81
0000011852	05/10/16	HMC GROUP	ARCHITECTURE/ENGINEER FEE	PROP M BOND	830.86
0000011852	05/10/16	HMC GROUP	ARCHITECTURE/ENGINEER FEE	PROP M BOND	59,869.14
0000011882	05/17/16	BERGELECTRIC CORP	TELEPHONE CONNECTIONS	PROP M BOND	2,744.00



Purchase Orders - Board Report

Page No. 9
Run Time 9:26:21 AM
Run Date June/02/2016

<u>PO #</u>	<u>Date</u>	<u>Vendor Name</u>	<u>Category</u>	<u>Department</u>	<u>Amount</u>
0000011891	05/18/16	SCHOOL CONSTRUCTION COMPLIANCE LLC	BUILDING CONSTRUCTIONS	PROP M BOND	11,400.00
0000011909	05/23/16	HMC GROUP	ARCHITECTURE/ENGINEER FEE	PROP M BOND	43,525.00
0000011922	05/24/16	HMC GROUP	ARCHITECTURE/ENGINEER FEE	PROP M BOND	498,850.00
0000011925	05/25/16	HMC GROUP	ARCHITECTURE/ENGINEER FEE	PROP M BOND	29,424.00
0000011925	05/25/16	HMC GROUP	ARCHITECTURE/ENGINEER FEE	PROP M BOND	83,696.00
0000011942	05/26/16	GEM INDUSTRIAL ELECTRIC INC	BUILDING CONSTRUCTIONS	PROP M BOND	3,339.02
0000011951	05/31/16	DELL COMPUTER CORPORATION	EQUIP TECH NONINSTR < 5000	PROP M BOND	846,486.57
Subtotal for Prop M - Bond Money					1,996,976.06

Total PO Count:	155
Total PO Amount:	\$3,195,853.32



Purchase Orders \$50,000 or More Governing Board Report


Page No. 1
Run Time 9:33:14 AM
Run Date Jun/02/2016

<u>PO #</u>	<u>Date</u>	<u>Vendor Name</u>	<u>Category</u>	<u>Department</u>	<u>Amount</u>
0000011793	04/25/16	SERVICE AMERICA CORPORATION	INDEPENDENT CONTRACTOR	TTIP SOUTH	155,000.00
0000011812	05/02/16	3TRACE DBA TRACE3	SOFTWARE LICENSING FEES	PROP M BOND	105,056.12
0000011812	05/02/16	3TRACE DBA TRACE3	MAINT AGR, EQUIP	PROP M BOND	115,200.00
0000011812	05/02/16	3TRACE DBA TRACE3	EQUIP TECH NONINSTR 5K OR MORE	PROP M BOND	125,215.20
0000011850	05/09/16	DUBLABS HOLDING CORP DBA DUBLABS LLC	SOFTWARE LICENSING FEES	INSTL OBLIGATIONS INFO S	50,000.00
0000011852	05/10/16	HMC GROUP	ARCHITECTURE/ENGINEER FEE	PROP M BOND	60,700.00
0000011878	05/17/16	SUNBELT RENTALS INC	EQUIP NONINSTR, 5K OR MORE	FACILITIES DEPARTMENT	72,590.20
0000011922	05/24/16	HMC GROUP	ARCHITECTURE/ENGINEER FEE	PROP M BOND	498,850.00
0000011925	05/25/16	HMC GROUP	ARCHITECTURE/ENGINEER FEE	PROP M BOND	113,120.00
0000011927	05/25/16	ALL ABOARD TOURS AND TRAVEL LLC	TRAVEL WITH STUDENT	GEAR UP	64,119.75
0000011934	05/25/16	UNIVERSITY OF SAN DIEGO	UPWARD BOUND STUDENT EXPENSE	TRIO-UPWARD BOUND	57,241.86
0000011938	05/25/16	UNIVERSITY OF SAN DIEGO	UPWARD BOUND STUDENT EXPENSE	TRIO-UPWARD BOUND	57,241.86
0000011951	05/31/16	DELL COMPUTER CORPORATION	EQUIP TECH NONINSTR < 5000	PROP M BOND	846,486.57

PALOMAR COMMUNITY COLLEGE DISTRICT
FISCAL SERVICES

DATE: June 14, 2016

TO: Adrian Gonzales
Interim Superintendent/President

FROM: Carmen M. Coniglio 
Director, Fiscal Services

SUBJECT: Approval of Budget Transfers, Revisions, and Adjustments

OVERVIEW

Each year, the District allocates operating budget funds to its divisions. All divisions are expected to operate within the funds provided by the annual budget process; however, it may be necessary to increase or decrease the overall operating budgeted expenditures and revenues of an account/object, department, program, or project, without altering the total operating budget of the District or affecting the net financial operating position approved by the Governing Board. There is also a requirement, according to Title V of the California Code of Regulations, Section 58307, that the Governing Board of a Community College District approve revisions to budgets.

DISCUSSION

This resolution will allow the Assistant Superintendent/Vice President, Finance and Administrative Services or his designee, to make necessary budget revisions and adjustments from any account to cover approved expenditures for the District through the close of the current fiscal year. Revisions to the current Adopted Budget are shown in the attached summary reports. The reports show the increases and decreases between major accounts/objects by fund that were made from September 3, 2015 (the last date budget entries were done for the Adopted Budget was September 3, 2015) and June 1, 2016. They also report the revised budgets as of June 1, 2016.

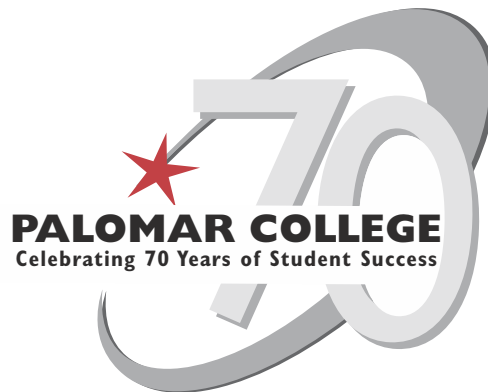
BUDGET IMPLICATIONS

This is a formality allowing the Assistant Superintendent/Vice President, Finance and Administrative Services or his designee, to cover any account that may be over-expended at the close of the fiscal year by transferring budgets. Also, this report shows the budget changes from September 3, 2015 through May 31, 2016.

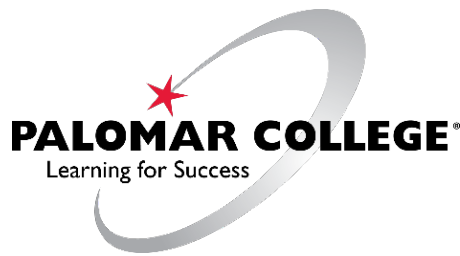
RECOMMENDATION

Fiscal Services recommends approval of budget revisions, adjustments, and year-end transfers.

PALOMAR COMMUNITY COLLEGE DISTRICT
Tentative Budget
Fiscal Year 2016-2017
Submitted for approval at the June 14, 2016
Governing Board Meeting



THIS PAGE INTENTIONALLY LEFT BLANK



Our Vision

LEARNING FOR SUCCESS

Our Mission

Our mission is to provide an engaging teaching and learning environment for students of diverse origins, experiences, needs, abilities, and goals. As a comprehensive community college, we support and encourage students who are pursuing transfer-readiness, general education, basic skills, career and technical training, aesthetic and cultural enrichment, and lifelong education. We are committed to helping our students achieve the learning outcomes necessary to contribute as individuals and global citizens living responsibly, effectively, and creatively in an interdependent and ever-changing world.

Our Values

Palomar College is dedicated to empowering students to succeed and cultivating an appreciation of learning. Through ongoing planning and self-evaluation we strive for continual improvement in our endeavors. In creating the learning and cultural experiences that fulfill our mission and ensure the public's trust, we are guided by our core values of:

- Excellence in teaching, learning, and service
- Integrity as the foundation for all we do
- Access to our programs and services
- Equity and the fair treatment of all in our policies and procedures
- Diversity in learning environments, philosophies, cultures, beliefs, and people
- Inclusiveness of individual and collective viewpoints in collegial decision-making processes
- Mutual respect and trust through transparency, civility, and open communications
- Creativity and innovation in engaging students, faculty, staff, and administrators
- Physical presence and participation in the community

THIS PAGE INTENTIONALLY LEFT BLANK

PALOMAR COMMUNITY COLLEGE DISTRICT GOVERNING BOARD



Mark R. Evilsizer, M.A.
Board President



Nancy Ann Hensch, B.A.
Vice President



Nancy C. Chadwick, M.S.W., M.P.A.
Secretary



Paul McNamara, B.A.
Trustee



John J. Halcón, Ph.D.
Trustee



Malik Spence
Student Trustee

DISTRICT ADMINISTRATION

Adrian Gonzales	Interim Superintendent/President
Dan Sourbeer	Interim Assistant Superintendent/Vice President, Instruction
Ron Perez	Assistant Superintendent/Vice President, Finance and Administrative Services
Mike Popielski	Interim Assistant Superintendent/Vice President, Human Resources
Brian Stockert	Acting Assistant Superintendent/Vice President, Student Services

FISCAL SERVICES

Carmen Coniglio	Director, Fiscal Services
Brandi Taveuveu	Manager, Budget and Payroll

THIS PAGE INTENTIONALLY LEFT BLANK

TABLE OF CONTENTS

Palomar College Overview	5
Message from the Interim Superintendent/President.....	6
2016-17 State Budget and The Community College System	8
2016-17 Tentative Budget Executive Summary.....	10
2016-17 General Fund Budget Overview.....	11
Funds at Palomar College	19

BUDGET TABLES:

Fund 10 General Fund Combined	22
Fund 11 Total Unrestricted Fund (including Designated)	32
Fund 12 Restricted Fund.....	40
Fund 22 Proposition M Bond Interest and Redemption Fund – Series A	48
Fund 23 Proposition M Bond Interest and Redemption Fund – Series B	50
Fund 24 Proposition M Bond Interest and Redemption Fund – Series C	52
Fund 29 Debt Service Fund.....	54
Fund 33 Child Development Fund.....	56
Fund 41 Capital Outlay Projects Fund	60
Fund 42 Proposition M Bond Construction Fund	63
Fund 43 Energy Conservation Projects Fund	66
Fund 69 Other Post Retirement Benefits (OPEB) Fund	68
Fund 71 Associated Students Trust Fund	70
Fund 72 Student Representation Fee Trust Fund.....	72
Fund 73 Student Body Center Fee Fund.....	74
Fund 74 Student Financial Aid Trust Fund	76
Fund 75 Scholarship and Loan Trust Fund	78

PALOMAR COLLEGE OVERVIEW

The California Community Colleges is the largest system of higher education in the nation consisting of 113 community colleges and 77 educational centers in 72 districts. Community Colleges supply workforce education training, basic skills education, and prepare students for transfer to four-year institutions.

Founded in 1946, Palomar Community College District is the largest single college district in San Diego County, California, situated in the City of San Marcos, 12 miles from the coast and 30 miles northeast of downtown San Diego. As a comprehensive college, Palomar is organized into five instructional divisions: 1) Arts, Media, Business and Computer Science; 2) Career, Technical, and Extended Education; 3) Languages and Literature; 4) Mathematics and the Natural and Health Sciences; and 5) Social and Behavioral Sciences. Within those five divisions, students may complete their first two years of a bachelor's degree and/or choose from over 250 associate degrees and certificates of achievement programs that meet the California Education Code of Regulations, Title 5 curriculum requirements. Palomar also provides noncredit community development and personal enrichment courses for lifelong learning. Palomar enrolls over 26,000 full-time and part-time students during the fall and spring semesters. The diversity of our students and employees creates a dynamic, exciting environment in which to work and learn. We are proud to have been designated by the U.S. Department of Education as a Hispanic-Serving Institution (HIS).

The District's facilities improvement measure, Proposition M, was passed by 57% of voters in the November 2006 General Election. As a result, the \$694 million provided by the measure, as well as \$200 million matching funds from the State, and an additional \$37 million from Proposition 1D, will provide the implementation of the college's Master Plan 2022.

Palomar is primarily funded through the State SB 361 apportionment calculation. In 2009, the college developed an "Integrated Planning, Evaluation, and Resource Allocation Decision-Making Model (IPM). This IPM aligns the college's long-range Master Plan, its mid-range Strategic Plan, and its short-range Program Review and Planning processes, while also incorporating the Resource Allocation Model.

ACCREDITATION

Palomar College is accredited by the Accrediting Commission for Community and Junior Colleges of the Western Association of Schools and Colleges (ACCJC/WASC), an institutional accrediting body recognized by the Council of Higher Education Accreditation and the Department of Education.

June 14, 2016

Adrian Gonzales

Interim Superintendent/President



Governing Board

Nancy C. Chadwick, M.S.W., M.P.A.

Mark R. Evilsizer, M.A.

John J. Halcón, Ph.D.


Nancy Ann Hensch, B.A.

Paul P. McNamara, B.A.

Student Trustee:

ASG President

TO: Members of the Governing Board

FROM: Adrian Gonzales 
Interim Superintendent/President

Office of the President

Entering into our 70th year, Palomar Community College District continues its commitment to providing a wealth of accessible higher education and needed student services that greatly improve lives within our community. This document presents the District's 2016-17 Tentative Budget for your consideration and approval.

The District's Tentative Budget for all funds totals \$424,452,371. It is recommended as a tentative fiscal plan, as the State of California has not finalized its 2016-17 revenue allocations for community colleges. Changes to the revenue projections from the State Adopted Budget will be reflected in the Final Budget document, scheduled for adoption on September 13, 2016.

Developed collaboratively, this budget is the result of a participatory governance process led by the Finance and Administrative Services Division, Budget Committee, and Strategic Planning Council. While Palomar is in a stabilization period, restoring student enrollment and increasing our FTES funding base remains the priority; therefore, we have budgeted conservatively. Budget allocations are based on the Board-adopted Resource Allocation Model, which reflects the District's priorities and strategic goals. For the 2016-17 fiscal year, we anticipate that the District will be funded for 17,800 Full Time Equivalent Students (FTES). Palomar is committed to meeting that FTES target and to strengthening our educational offerings and support programs that increase student access and success. This Tentative Budget maintains a healthy contingency reserve above the minimum 5% level as advised by the State.

To comply with the California Code of Regulations Section §58305 requirements for Tentative Budget approval, to proceed with the orderly closing of the 2015-16 accounting records, and to begin the 2016-17 disbursements in July 2016, it is recommended that the Governing Board approve the District's 2016-17 Tentative Budget as presented.

THIS PAGE INTENTIONALLY LEFT BLANK

2016-17 STATE BUDGET AND THE COMMUNITY COLLEGE SYSTEM

On January 7, 2016, Governor Brown presented his January Governor's Budget to Legislature. The Governor's Budget assumes modest growth in 2016-17. He warned of the impact of the next recession and emphasized growing the state budget reserves and allocating a sizable portion of discretionary resources to one-time infrastructure spending. The economy is in its seventh year of expansion, and the Governor highlighted the importance of allocating funds cautiously and building the state's Rainy Day Fund. The Governor stated that a large budget reserve is key to weathering the next recession and the volatility to capital gains tax revenues.

On May 13, 2016, the Governor released a revised budget proposal known as the May Revision. The revision took account changes in the level of revenue the state projects it will receive. Some of the significant funding proposals for Community Colleges are highlighted below and are subject to change:

Program	Governor's January Proposal	May Revision Proposal
APPORTIONMENTS		
2% Enrollment Growth (Access)	\$114.7 million	\$114.7 million
Apportionment (Base Augmentation)	No Augmentation	\$75 million
Redevelopment Shortfall (contingent on P2)	N/A	\$38.6 million (one-time)
Cost-of-Living Adjustment (COLA)	\$29 million, 0.47%	0.00%
Mandates	\$76.3 million	\$105.5 million (one-time)
FACILITIES		
Deferred Maintenance and Instructional Equipment	\$289 million	\$219 million (one-time)
Energy Efficiency Projects (Prop 39)	\$45.2 million	\$49.3 million
INSTRUCTIONAL		
Workforce and CTE Pathways	\$248 million	\$248 million
Basic Skills	\$30 million	\$30 million
Adult Education Block Grant (AEBG)	N/A	\$5 million
TECHNOLOGY		
Online Education Initiative	N/A	\$20 million (one-time)
Telecommunications and Technology Infrastructure (TTIP)	\$3 million	\$8 million +\$7 million (one-time)
"Zero-Textbook-Cost" Degrees	\$5 million	\$5 million (one-time)
Innovation Awards	\$25 million	\$25 million (one-time)
OTHER		
Full-Time Cal Grant B SFA Program	No augmentation	\$2.2 million

It is expected that the budget will be approved and signed by the Governor prior to July 1, 2016.

DISTRICT ALLOCATIONS

Once the state budget is approved, the Board of Governors and System Office determine the allocations for each district. The state general fund allocations are based on a formula established in 2006 by Senate Bill (SB) 361, which amended and added to California Code §84750-84760.5. The allocation depends on college enrollment, which varies from year to year based on the economy, employment rates, and other factors.

SB 361:

- Designated a basic allocation for each district, based on the size of the district and number of colleges and centers.
- Equalized funding across community college districts, so that all colleges receive essentially the same funds for a Full-time Equivalent Student (FTES).
- Stipulated a uniform funding rate for all non-credit FTES
- Established a non-credit FTES funding rate for the Career Development and College Preparation Program for educational disadvantaged residents

The Marginal Funding rates per FTES are revised annually based on cost of living adjustments (COLA).

2016-17 BASE FUNDING RATES

Base Revenue

Single College Districts

>19,880.01 FTES	\$5,670,617*
9,940.01 to 19,880 FTES	\$4,536,493

State Approved Center \$1,134,123*

Calculated Basic Allocation

Base Funding Rates per FTES

Credit	\$4,676
Noncredit FTES	\$2,811
Noncredit CDCP FTES	\$4,676

*Palomar College is currently designated as a large college (>19,880.01 FTES) with one State approved center.

2016-17 TENTATIVE BUDGET

EXECUTIVE SUMMARY

The Palomar Community College District's 2016-17 Tentative Budget of \$424,452,371 for all funds reflects the following major budgets:

2016-17 SUMMARY OF ALL FUNDS

FUND		2015-16 ADOPTED BUDGET	2016-17 TENTATIVE BUDGET
General Fund			
11	General Fund –Unrestricted (including Designated)	\$121,567,227	\$121,651,948
12	General Fund –Restricted	34,163,213	23,211,333
	Total General Fund	\$155,730,440	\$144,863,281
Other Funds			
22	Prop M Bond Interest & Redemption Fund Series A	\$16,069,163	\$16,553,864
23	Prop M Bond Interest & Redemption Fund Series B	9,004,922	11,325,743
24	Prop M Bond Interest & Redemption Fund Series C	24,233,165	33,470,000
29	Debt Service Fund	699,775	700,050
33	Child Development Fund	1,378,957	1,634,013
41	Capital Outlay Projects Fund	23,307,326	22,055,756
42	Prop M Bond Construction Fund	263,273,594	149,926,258
43	Energy Conservation Projects Fund	439,171	1,400,000
69	Other Post-Employment Benefits (OPEB) Fund	22,155,573	19,899,696
71	Associated Students Trust Fund	178,342	193,999
72	Student Representation Fee Trust Fund	320,003	313,840
73	Student Center Fee Fund	341,448	382,457
74	Student Financial Aid Trust Fund	19,551,466	19,853,114
75	Scholarship and Loan Trust Fund	1,789,373	1,880,300
	Total Other Funds	\$382,742,278	\$279,589,090
	Total Funds	\$538,472,718	\$424,452,371

THE 2016-17 GENERAL FUND BUDGET OVERVIEW

The 2016-17 General Fund is \$144,863,281, divided between Fund 11 (Unrestricted and Designated) and Fund 12 Restricted. The Unrestricted General Fund budget supports the principal operations of the District. For 2016-17, the Unrestricted General Fund budget is \$121,651,948, which represents 29% of the total Tentative Budget.

The Budget Assumptions below will only focus on the Unrestricted General Fund.

UNRESTRICTED GENERAL FUND REVENUE ASSUMPTIONS

Apportionment is the revenue received for generating enrollment of students and is comprised of three primary components: state general apportionment, local property taxes, and student enrollment fees. While the amount of each component may change, the total will equal the Base Revenue (Total Computational Revenue) calculations reported on the state apportionment reports. The Chancellor's Office recalculates the Base Revenue twice during the year and retroactively for each fiscal year. Districts do not know the final revenue for the prior year until the following February. This causes difficulty in planning, in accurately building the budget, and in calculating the ending fund balances and reserves. If the property taxes and/or the enrollment fees do not materialize as projected, then a deficit is applied to the apportionment corresponding to the shortfall. A deficit factor of \$1.27 million was applied to the estimated revenue for 2015-16. Developed conservatively, the 2016-17 Tentative Budget assumes class offerings to achieve **17,800** Full Time Equivalent Students (FTES). The revenue apportionment in the 2016-17 Tentative Budget has been projected at \$95,443,965, which is \$8.5 million less than the previous year.

FTES and APPORTIONMENT HISTORICAL DATA

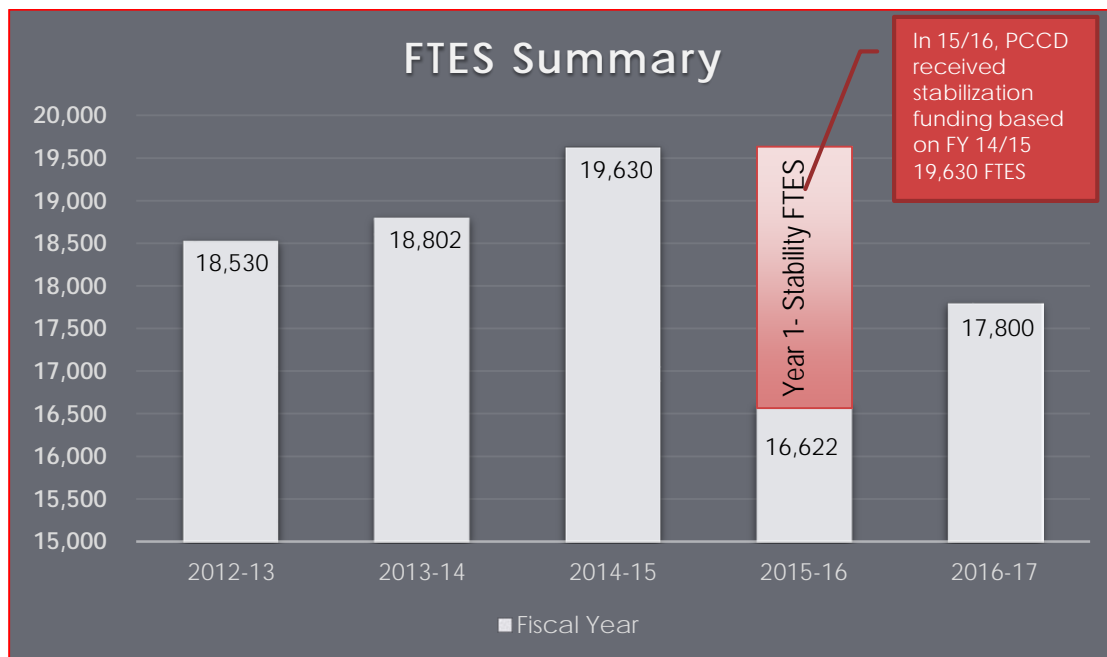
Fiscal Year	Computational Revenue	Deficit	Available Revenue	Funded FTES	Actual FTES
2011-12	\$88,886,902	\$1,722,877	\$87,164,025	18,292	19,368
2012-13	\$89,920,152	\$15,298	\$89,904,854	18,531	18,531
2013-14	\$92,593,490	\$420,160	\$92,173,330	18,802	18,802
2014-15	\$97,394,671	\$0	\$97,394,671	19,630	19,630
2015-16	*\$104,006,307	\$1,270,587	\$102,735,720	16,622	16,622
2016-17	**\$95,443,965	\$0	\$95,443,965	17,800	

*Projected by the California Chancellor's Office (*includes stability adjustment*)

**Based on the Governor's May Revise Proposal

FULL TIME EQUIVALENT STUDENT (FTES) REVIEW

Workload Measure	2012-13 Actual (Recalc)	2013-14 Actual (Recalc)	2014-15 Actual (Recalc)	2015-16 Actual (P1)	2016-17 Target FTES
Credit FTES	17,666	17,940	18,856	15,842	16,967
Non-Credit FTES	330	331	279	257	299
Non-Credit CDCP FTES	534	531	495	523	534
TOTAL FTES	18,530	18,802	19,630	16,622*	17,800



*Palomar College entered into the first year of stabilization period in 2015-16 due to decline. Decline is when a district has fewer Full Time Equivalent Students (FTES) than the previous year. Existing law provides a year of stabilization funding during which the district receives at least the same funding for enrollment as the previous year. For 2015-16, Palomar was funded based on the 2014-15 FTES level of 19,630.

STABILIZATION AND RESTORATION

Stabilization is covered in SB 361, the legislation that provided for equalization of funding among Community Colleges. The application of stability under SB 361 allows for a “hold harmless” in the initial year of decline in FTES.

Stabilization covers three years.

The first year of Stabilization for Palomar is 2015-16. For 2015-16, Palomar received an amount equal to the revenue loss associated with the FTES reduction for that year. The District received funding equal to at least the prior year’s apportionment. In subsequent three years, the District is eligible for FTES restoration.

Restoration allows the District to restore any reductions in apportionments during the three years following the initial year of decline, if there is a subsequent increase in FTES. (Education Code §84750.5). Restoration of revenue between the year of decline and the year of restoration will be made at the District’s marginal growth funding rate.

Effect of Stability in Year 2 (2016-17):

In the second year, the base is the actual FTES generated from the prior year, or if the College increases the FTES generated during 2016-17, it is allowed to “restore” revenue for the earned FTES.

If enrollment declines in 2016-17, the district’s calculated basic allocation is reduced by the decrease in full time equivalent students (FTES).

Effect of Stability in Year 3 (2017-18):

In the third year, the base is the actual FTES generated in 2016-17. If the College generates more FTES in 2017-18 than the prior year, it is allowed to “restore” the FTES generated, up to the original stability number.

Effect of Stability in Year 4 (2018-19)

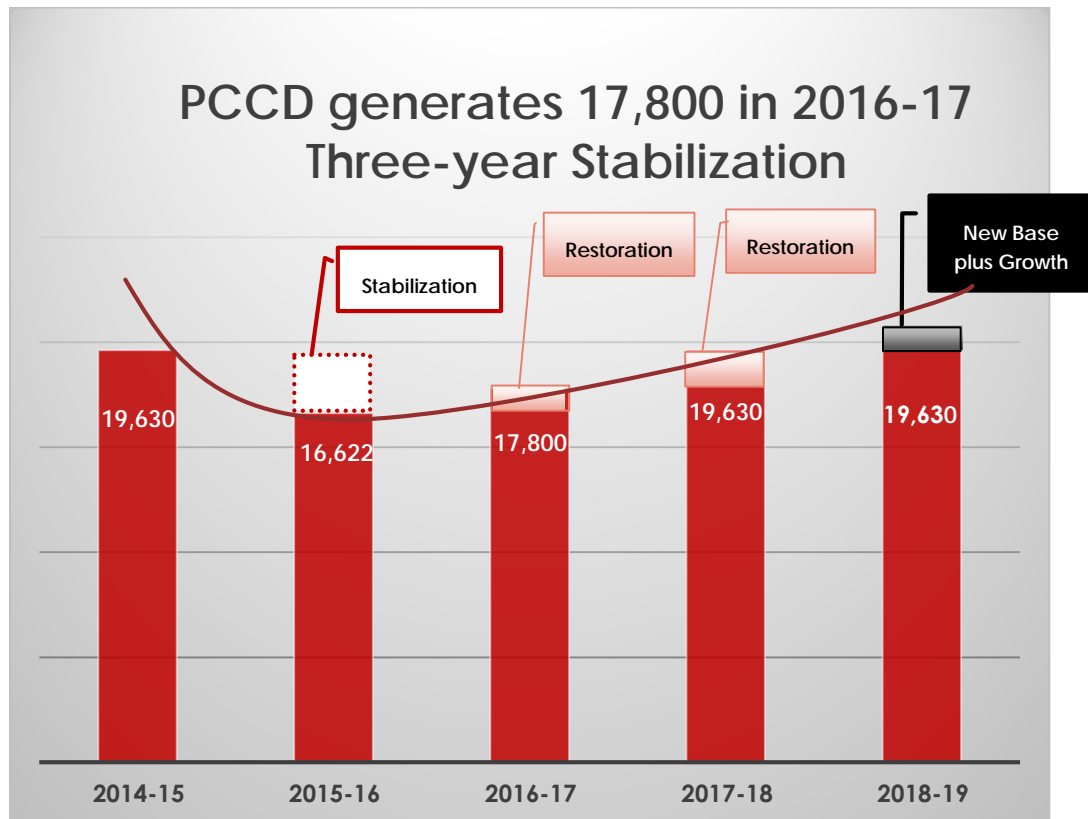
The actual FTES generated in 2017-18 now becomes the new base in 2018-19. At this point, the College is now eligible for state-funded growth.

STATEWIDE TREND

At P1 (March 2016 Revision), 29 out of 72 districts are in stability or restoration, of which 16 are in the initial year of decline.

HYPOTHETICAL SCENARIO OF STABILITY AND RESTORATION:

In this scenario, Palomar generates the 2016-17 FTES target of 17,800. Restoration allows the District to recover any FTES generated up to the pre-decline base during the three year adjustment period.



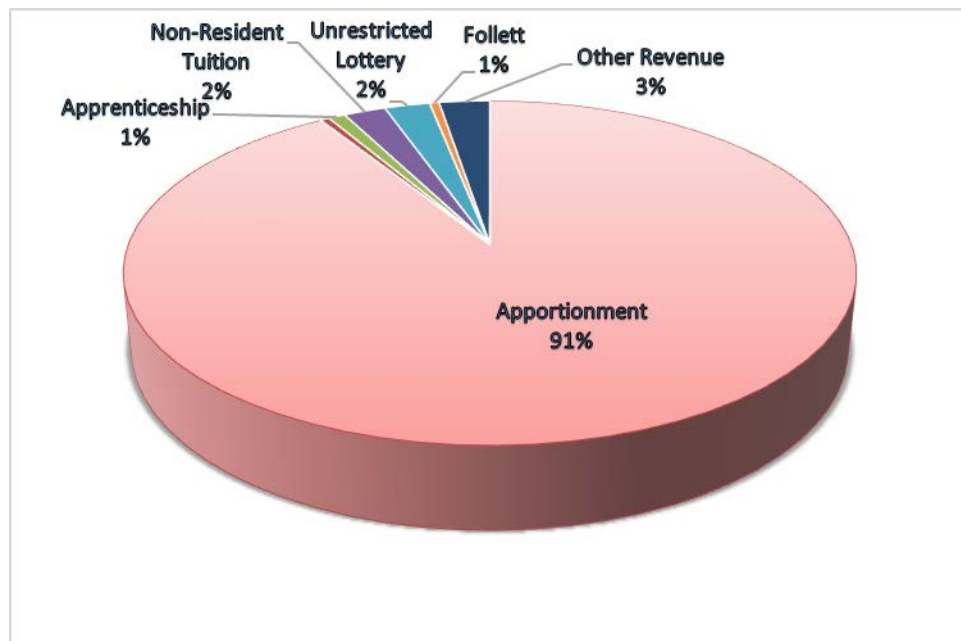
Essentially, the allocation from the state general fund depends on enrollment. The District must focus its efforts on attracting and retaining students and to stabilize and expand enrollment through effective Enrollment Management initiatives. Sustained enrollment growth would secure revenue dollars and reduce borrowing FTES levels.

2015-16 ADOPTED BUDGET VS. 2016-17 TENTATIVE BUDGET REVENUES

Following is a comparison of revenue by source in the Unrestricted General Fund, including Designated Project accounts, for the 2015-16 Adopted Budget as compared to the 2016-17 Tentative Budget:

Revenue	2015-16 Adopted Budget	2016-17 Tentative Budget
Apportionment	\$101,769,645	\$95,443,965
Prior Year Apportionment	500,000	1,379,917
Mandated Claims	540,971	498,400
Apprenticeship	645,235	925,912
Non-Resident Tuition	2,300,000	2,300,000
Unrestricted Lottery	2,400,000	2,492,000
Contract Services (Follett)	525,000	525,000
Other Revenue	2,804,707	2,778,478
Beginning Balance	10,081,669	15,308,276
Total Unrestricted Fund Revenue	\$121,567,227	\$121,651,948

2016-17 UNRESTRICTED GENERAL FUND REVENUES



UNRESTRICTED GENERAL FUND EXPENDITURE ASSUMPTIONS

In accordance with the Resource Allocation Model (RAM), budget development for 2016-17 continues to be tied to the Master and Strategic Planning processes. The Baseline Budget incorporated the following:

Non-Discretionary Budget:

- **Institutional costs** were identified and budgeted, primarily consisting of utility costs, debt service, maintenance agreements, insurance, audit and bank costs, credit card fees and inter-/intra-fund transfers

Intra-/Inter-fund Transfers

INTRA-FUND TRANSFERS	INTER-FUND TRANSFERS
\$ 200,000 for Strategic Plan Priorities	\$ 495,450 Debt Service for Escondido Center
\$1,113,158 for Police Department	\$ 30,000 for Associated Students Government
\$ 174,351 for Wellness Center	\$3,066,344 for Other Post-Employment Benefits
\$ 28,000 for Instructional Co-curricular Activities	
\$ 3,600 for Work Study	
\$ 5,000 for Articulation	
\$ 500,000 for South Education Center Reserve	

- **Salary, statutory and fringe benefits** for all current active faculty and staff, including step/column and longevity obligations, classification/compensation study adjustments, increases in PERS and STRS rates, increases in SISC PPO and Kaiser Health Plan rates, and the annual contribution to OPEB (other post-employment benefits), were calculated and budgeted. Stipends and negotiated items were also included.
- A projected salary and benefits savings of \$3.5 million has been budgeted to anticipate vacancies and the delay in hiring any replacements.
- **Strategic Plan Priority Funding:** \$200,000 to support the goals and objectives of the master plans and Year 5 of the strategic plan
- **Reserve for Staffing Priorities:** Vacant positions are no longer budgeted for an entire year. Only currently filled positions and open recruitments are included in the budget. When a position becomes vacant the remaining budgeted salary for that position is transferred to a reserve that is utilized to fill positions according to a prioritization list.
- **Governing Board Required Reserve** of 7%

Discretionary Budget:

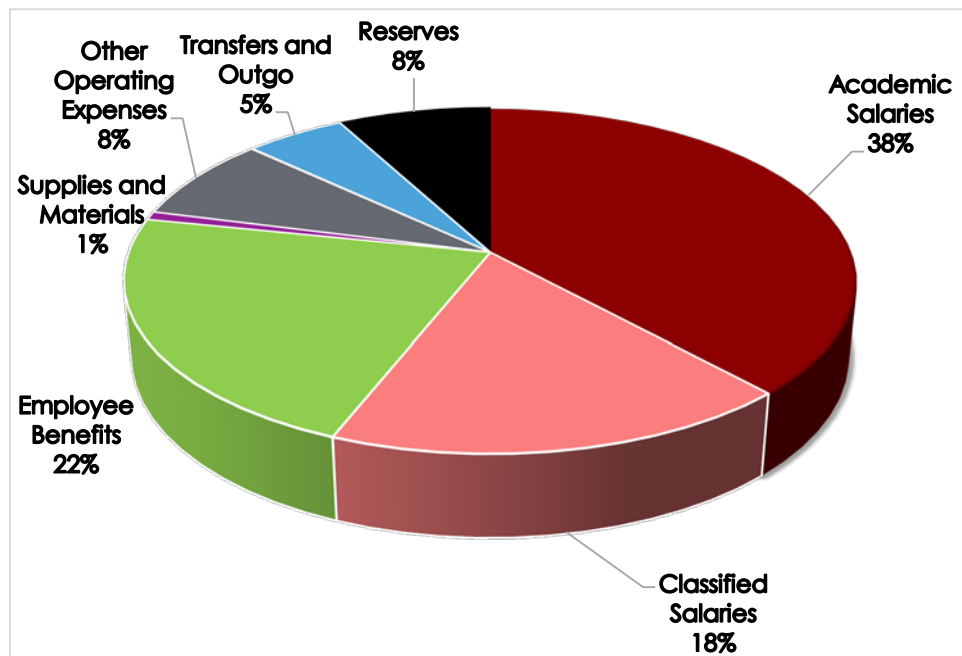
- Expenses were built from the scheduled class offerings to achieve the total FTES as projected.
- Discretionary expenses have been maintained at 2015-16 Adopted Budget level.
- Apprenticeship Program expenses were built based on State funding projections.

2015-16 ADOPTED BUDGET VS. 2016-17 TENTATIVE BUDGET EXPENDITURES

Following is a comparison of expenditures by category in the Unrestricted General Fund, including Designated Project accounts, for the 2015-16 Adopted Budget as compared to the 2016-17 Tentative Budget:

Revenue	2015-16 Adopted Budget	2016-17 Tentative Budget
1000 Academic Salaries	\$44,167,390	\$46,419,231
2000 Classified Salaries	19,952,434	21,755,791
3000 Employee Benefits	24,252,380	26,982,030
4000 Supplies and Materials	1,005,131	961,468
5000 Other Operating Expenses	9,084,417	9,614,402
6000 Capital Outlay	145,834	79,590
7000 Transfers and Outgo	10,969,893	6,253,712
General and Contingency Reserves	11,989,748	9,585,724
Total Unrestricted Fund Expenditures	\$121,567,227	\$121,651,948

2016-17 UNRESTRICTED GENERAL FUND EXPENDITURES



UNRESTRICTED PROJECTED FUND BALANCE/RESERVE

<i>Projected Fund Balance as of June 30, 2016</i>	\$15,308,276
<i>Tentative Budget Revenues</i>	106,343,673
<i>Less: Tentative Budget Expenditures</i>	(112,066,224)
<i>Net Operating Results for 2016-17 Tentative Budget</i>	(5,722,551)
<i>Projected Ending Fund Balance as of June 30, 2017</i>	\$9,585,725

Governing Board Reserve:

Reserves are intended to provide the District greater budget stability and to protect against unexpected events and revenue changes. Consistent with the Governing Board Requirement, the District will maintain an unrestricted general fund reserve balance of \$8,068,613, which is no less than 7% of the total expenditures.

FUNDS AT PALOMAR COLLEGE

Following is a list and description of all of the current Palomar College funds:

10	<p>GENERAL FUND</p> <p>The General Fund is maintained to account for those transactions that in general cover the full scope of operations of the District – instruction, administration, student services, maintenance and operations, etc.</p> <p>(Fund 10 = Fund 11 Unrestricted + Fund 11 Designated + Fund 12 Restricted)</p> <p>The General Fund is divided into three sub funds: Unrestricted, Designated, and Restricted.</p> <ul style="list-style-type: none"> • Fund 11 UNRESTRICTED is used to account for resources available for the general purposes of the District's operation and support of its educational program. • Fund 11 DESIGNATED is used to account for unrestricted monies for specific operation purposes, such as field trips, planetarium, material fees, etc. • Fund 12 RESTRICTED is used to account for resources available for the operation and support of the educational programs that are specifically restricted by laws, regulations, donors, or other outside agencies as to their expenditure.
22	<p>PROP M BOND INTEREST AND REDEMPTION FUND – SERIES A</p> <p>The Prop M Bond Interest and Redemption Fund is the fund used to account for the accumulation of resources from property tax and the payment of Prop M General Obligation Bond principal and interest.</p>
23	<p>PROP M BOND INTEREST AND REDEMPTION FUND – SERIES B</p> <p>The Prop M Bond Interest and Redemption Fund is the fund used to account for the accumulation of resources from property tax and the payment of Prop M General Obligation Bond principal and interest.</p>
24	<p>PROP M BOND INTEREST AND REDEMPTION FUND – SERIES C</p> <p>The Prop M Bond Interest and Redemption Fund is the fund used to account for the accumulation of resources from property tax and the payment of Prop M General Obligation Bond principal and interest.</p>

29	DEBT SERVICE FUND The debt service fund is the fund used to account for the accumulation of resources for the payment of general long-term debt principal and interest.
33	CHILD DEVELOPMENT FUND The Child Development Fund is the fund designated to account for all revenues for, and from the operation of, childcare and development services, including student fees for child development services. Costs incurred in the operation and maintenance of the childcare and development services are paid from this fund.
41	CAPITAL OUTLAY PROJECTS FUND The Capital Outlay Projects Fund is used to account for the accumulation of monies for the acquisition or construction of capital outlay items, including scheduled maintenance projects. General-purpose monies of the District are used to support capital outlay projects inter-fund transfer from the General Fund into the Capital Outlay Projects Fund.
42	PROP M BOND CONSTRUCTION FUND The Prop M Bond Construction Fund is used to account for monies received from the issuance of Prop M bonds and the construction projects for which that money is used.
43	ENERGY CONSERVATION PROJECTS FUND The Energy Conservation Projects Fund is involved in a number of major energy saving projects with the goal of reducing energy costs while maintaining and improving the comfort of occupied spaces.
69	OTHER POST-EMPLOYMENT BENEFITS (OPEB) FUND This fund was established during the 1997-98 fiscal year to receive the amounts set aside for medical and dental insurance paid for employees of the District who have retired or will retire and covered under provisions of the benefit plan.
71	ASSOCIATED STUDENTS TRUST FUND The District, for organized student body associations, designates the Associated Students Fund to account for monies held in trust. This fund also accounts for monies of student clubs and organizations formed through the District.

72 STUDENT REPRESENTATION FEE TRUST FUND

Education Code §76070.5 provides for a student representation fee of one dollar per semester if approved by two-thirds of the students voting in the election. In the fall of 1990, Palomar College established this fee. Monies collected are to be expended to provide for the support of governmental affairs representatives who may be stating their positions and viewpoints before the city, county, and district governments and before offices and agencies of the state government.

73 STUDENT CENTER FEE FUND

The fund is to account for monies collected for the addition to the Student Center facility. The funds are used for the debt services of lease revenue bonds issued to finance the addition.

74 STUDENT FINANCIAL AID TRUST FUND

The Student Financial Aid Trust Fund is the fund designated to account for the deposit and the direct payments of government-funded student financial aid, including grants and loans or other monies intended for similar purposes and the required district-matching share of payments to students.

75 SCHOLARSHIP AND LOAN TRUST FUND

The Scholarship and Loan Trust Fund is the fund designated to account for such gifts, donations, bequests, and devises (subject to donor restrictions) which are to be used for scholarships or for grants in aid and loans to students. This fund is used to account for the expendable trusts, where both principal and interest may be expended or disbursed. During the fiscal year 1997-98, the majority of these scholarship accounts were transferred to the Palomar Community College Foundation.

FUND 10 GENERAL FUND

COMBINED (UNRESTRICTED AND RESTRICTED)

		Palomar College		
		BUDGET REPORT		
		Comparing Fiscal Years		
		2016 and 2017		
		FUND 10		
	COMBINED FUNDS 11 AND 12			Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
862400	OTH GEN CATEGORICL PROGMS	2,430,214.00	2,474,739.00	-
862450	BFAP	643,079.00	536,732.00	638,079.00
862500	CARE	131,805.00	110,716.00	36,385.00
862510	CARE PRIOR YEAR	-	0.80	-
862650	FACULTY/STAFF DIVERSITY	8,232.00	7,573.00	-
862700	INSTR EQUIP/LIBRY MATERIALS	503,909.00	-	-
862750	MATRICULATION	3,709,836.00	3,116,262.00	3,012,645.00
862755	STUDENT EQUITY FUNDS	1,919,900.00	1,612,716.00	1,535,000.00
863100	EDUCATION PROTECTION ACCOUNT	14,226,442.00	11,822,212.00	15,654,938.00
863101	ED PROTECTION ACCT PRIOR YEAR	-	252,760.00	-
865300	OTH SPECL CATAGORL PRGRM	3,929,029.00	-	3,929,029.00
865310	ASSOCIATE DEGREE NURSING GRANT	155,237.00	130,399.00	155,237.00
865392	TTIP SOUTH PRIOR YEAR	724,956.00	-	-
867100	HOMEOWNER PROPTAX RELIEF	500,000.00	259,349.82	500,000.00
868100	STATE LOTTERY PROCEEDS	2,767,484.00	1,676,555.47	3,172,682.00
868150	STATE LOTTRY PROCEEDS PRIOR YR	-	177,840.90	-
868200	STATE MANDATED COSTS	540,829.00	540,829.00	498,400.00
868400	RETURN TO TITLE IV FROM STATE	-	4,653.00	-
869999	BEGINNING BALANCE, STATE	4,166,113.00	-	807,702.00
86's	State Revenues Subtotal	64,686,620.00	39,653,442.25	42,673,399.00
881100	TAX ALLOCATION SECURD ROLL	51,459,473.00	52,067,011.40	59,568,425.00
881200	TAX ALLOC SUPPLEMENT ROLL	1,100,081.00	853,156.91	1,305,127.00
881300	TAX ALLOCN UNSECURED ROLL	2,000,000.00	1,906,895.71	1,886,386.00
881600	PRIOR YEARS TAXES	-	(9,506.62)	-
881700	ERAF ED REVENUE AUG FUND	-	(2,494,799.00)	-
881900	RDA RESIDUAL PAYMENTS	-	1,431,607.50	-
882100	CONTRB,GIFTS,GRANTS,ENDOW	317,161.00	212,914.41	159,755.00
883100	CONTRACT INSTRUCTIONL SVC	2,278,243.00	601,377.00	225,000.00
883300	CONT INSTR SVC CONTRACT ED	318,292.00	462,020.15	-
883600	FOLLETT	525,000.00	450,544.85	525,000.00
884150	HLTH SVCS SALE TO EMPLOYEE	1,000.00	2,498.00	1,000.00
884170	KKSM ADVERTISING SALES	3,600.00	4,765.00	1,200.00
884180	LIBRARY COPIER SALES	10,090.00	14,641.05	10,090.00
884210	PLANETARIUM SALES	45,000.00	57,475.00	40,000.00
884215	BUSINESS SERVICES CHARGES	44,095.00	45,881.25	65,978.00
884230	PRINTING CHARGES	21,437.00	23,484.63	1,500.00
884260	RECYCLING COMMISSION	897.00	6,145.48	3,000.00
884290	TICKET/GATE/PROGRAM SALES	30,237.00	30,237.47	24,000.00
884300	VENDING COMMISSIONS	100,000.00	80,651.85	70,000.00
884320	WELLNESS CENTER FEES	35,000.00	33,213.12	35,000.00
884330	WELLNESS CENTER PARKING	1,700.00	1,541.00	1,500.00
884340	WELLNESS CNTR PROCES FEE	-	120.00	-
884350	MISC SALES AND COMMISSION	72,562.00	89,158.47	64,000.00
885300	FACILITIES RENTAL AND LEASE	-	51,002.75	-
886100	INTEREST BANK ACCOUNTS	-	199.12	-
886200	INTEREST COUNTY TREASURY	25,000.00	125,015.08	25,000.00
887400	ENROLLMENT FEE	9,164,724.00	8,918,011.50	8,995,752.00
887500	FIELD TRP;USEOF NONDIST FAC	11,170.00	12,332.00	8,600.00
887600	HEALTH SERVICE FEE STUDENT	900,000.00	769,242.00	900,000.00
887620	HLTH SERVICE PHYSICAL EXAM	15,000.00	19,369.50	15,000.00
887700	INSTR MAT FEES;SALE MATERL	229,146.00	225,318.14	201,420.00
887710	COURSE RELATED FEES	6,240.00	6,050.00	5,000.00
887800	STUDNT INSURANCE PAYMNTS	2,900.00	1,321.00	1,300.00
887910	TRANSCRIPT INCOME	160,000.00	165,225.60	16

FUND 11 GENERAL FUND TOTAL UNRESTRICTED

		Palomar College		
		BUDGET REPORT		
		Comparing Fiscal Years		
		2016 and 2017		
		FUND 11		
	UNRESTRICTED AND DESIGNATED			Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
111000	INSTRUCTIONAL SAL, CONTRACT	-	13,771,077.83	-
111010	INSTRUCTIONAL SALARY, CONTRACT	19,636,328.00	-	21,274,555.00
	11's Instr Salaries - Contract	19,636,328.00	13,771,077.83	21,274,555.00
121000	ED ADMINISTRATOR, CONTRACT	-	382,601.33	-
121010	ED ADMINISTRATOR, CONTRACT	641,090.00	-	669,299.00
121100	SUPRT/PRESIDENT, CONTRACT	-	184,254.64	-
121110	SUPRT/PRESIDENT, CONTRACT	213,212.00	-	208,060.00
121300	PRESIDENT'S AUTO ALLOWANCE	-	6,434.77	-
121310	PRESIDENT'S AUTO ALLOWANCE	10,303.00	-	10,303.00
122100	COUNSELORS, CONTRACT	-	1,454,674.75	-
122110	COUNSELORS, CONTRACT	1,877,971.00	-	2,089,650.00
123100	DEAN, ACADEMIC CONTRACT	-	483,876.12	-
123110	DEAN, ACADEMIC CONTRACT	849,530.00	-	887,213.00
123200	DEPARTMENT CHAIR,CONTRACT	-	1,302,082.17	-
123210	DEPARTMENT CHAIR, CONTRACT	1,802,629.00	-	1,767,154.00
123400	DIRECTR/COORDINAT,ACA CONT	-	736,207.95	-
123410	DIRECTOR/COORDINATOR, ACA CONT	1,024,960.00	-	1,009,514.00
123500	PALOMAR FACULTY FEDERATION	-	67,725.12	-
123510	PALOMAR FACULTY FEDERATION	122,692.00	-	101,748.00
123600	DIRECTOR/COORDINATOR, AA CONT	-	838,036.75	-
123610	DIRECTOR/COORDINATOR, AA CONT	1,093,021.00	-	930,804.00
123700	DIRECTOR/COORDINATOR, CAST	-	2,874.77	-
123710	DIRECTOR/COORDINATOR, CAST	3,820.00	-	66,766.00
125000	LIBRARIANS, CONTRACT	-	348,305.33	-
125010	LIBRARIANS, CONTRACT	517,184.00	-	593,560.00
	12's Non-Instr Salaries - Contract	8,156,412.00	5,807,073.70	8,334,071.00
130010	INSTR SALARIES - OTHER	16,676,010.00	-	16,106,953.00
131100	ASSIGN TIME HRLY REPLACEMT	-	767,082.04	-
133100	INSTRUCTIONL ACADEMIC,HRLY	-	8,804,494.46	-
133200	INST ACA HOURLY SUBSTITUTE	-	96,935.44	-
133300	INSTR ACADEMIC, HRLY SUMMR	-	1,613,832.65	-
135100	OVERLOAD,ACA INSTR, HOURLY	-	5.82	-
135300	OVERLOAD,CONTRACT INSTRUCT	-	1,464,822.88	-
135400	LOADBANK REPL, OVERLOAD	-	73.26	-
135600	OVERLOAD,SUBSTITUTE HRLY	-	27,184.13	-
135700	OVERLOAD,SUMMER ACA HRLY	-	836,927.33	-
136100	REPLACE ACA INSTR CONTRACT	-	137.62	-
136200	REPLACE SABBATICL,ACAHRLY	-	252,183.46	-
136400	LOADBANK REPL, ADJUNCT	-	68,158.27	-
138100	STIPEND, CONTRACT INSTRUCT	-	12,769.11	-
138200	STIPEND, HOURLY ACADEMIC	-	203,727.24	-
	13's Instr Salaries - Other	16,676,010.00	14,148,333.71	16,106,953.00
140010	NON-INSTR SALARIES - OTHER	796,128.00	-	703,652.00
141100	COUNSELOR, HOURLY	-	29,902.61	-
142100	EDUCATIONL ADMINSTRTRR HRLY	-	1,252.96	-
143100	LIBRARIANS, HOURLY	-	294,447.30	-
144100	NON-INSTRUCT ACADEMIC,HRLY	-	172,677.86	-
145100	OVERLOAD,SUMMER NON-INST	-	16,927.86	-
146100	REPL SABBATICL,HRLYNONINST	-	1,835.67	-
147100	SERVIC PROVIDR NONINST ACA	-	8.63	-
148000	NONINSTR ACA HOURLY, OTHER	-	87,376.50	-
	14's Non-Instr Salaries - Other	796,128.00	604,429.39	703,652.00
	Academic Salaries Subtotal	45,264,878.00	34,330,914.63	46,419,231.00
211000	EXCUTIVE ADMIN SUPPORT, CAST	-	344,868.10	-
211010	EXCUTIVE ADMIN SUPPORT, CAST	449,515.00	-	475,519.00
212100	SUPERVISOR, CAST	-	905,046.03	-
212110	SUPERVISOR, CAST	1,211,446.00	-	1,291,001.00
212200	CLASSIFIED REGULAR SALARY	-	11,037,133.03	-
212210	CLASSIFIED REGULAR SALARY	13,782,486.00	-	14,449,660.00
212400	GOVERNING BOARD	-	24,480.00	-

		Palomar College		
		BUDGET REPORT		
		Comparing Fiscal Years		
		2016 and 2017		
		FUND 11		
	UNRESTRICTED AND DESIGNATED			Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
590010	ABATEMENT BUDGET POOL	(650,000.00)	-	(650,000.00)
590100	FACILITIES SERVICES ABATEMENT	-	(33,783.81)	-
590600	BUSINESS SUPPORT SVCS ABATEMT	-	(518,840.41)	-
	Other Oper Exp Subtotal	10,258,709.00	7,821,023.57	10,064,402.00
580010	INDIRECT COSTS BUDGET POOL	(450,000.00)	-	(450,000.00)
585550	INDIRECT COSTS	-	(321,995.56)	-
	Indirect Costs Subtotal	(450,000.00)	(321,995.56)	(450,000.00)
600010	CAPITAL OUTLAY	245,986.00	-	79,590.00
612000	SITE IMPROVEMENT	-	326.84	-
631000	LIBRARY BOOKS	-	46,582.43	-
631100	LIBRARY BOOK REPLACEMENT	-	130.00	-
632000	LIBRARY MAGAZINE&PERIODICL	-	46,239.53	-
633000	LIBRARY NONPRINT MEDIA	-	114,042.86	-
641100	EQUIP INST REPL INVTOR>\$1000	-	4,049.95	-
641400	EQUIP INSTR,ADDITNL>1000	-	17,774.12	-
642300	EQUIP NONINS,ADTNL.>\$200-999	-	405.00	-
643000	LEASE PURCHASE EQUIPMENT	-	1,839.05	-
644100	EQUIP INSTR ADDTL \$500 - \$4999	-	615.21	-
644200	EQUIP INSTR REPL \$500 - \$4999	-	6,071.81	-
644400	EQUIP NONINS ADDL \$500 - \$4999	-	39,661.66	-
644500	EQUIP NONINS REPL \$500 - \$4999	-	12,471.34	-
644600	EQUIPMENT NONINSTRUCTL >\$4,999	-	43,879.24	-
644700	EQUIP TECHNOLOGY INSTR >\$4,999	-	2,384.39	-
644750	EQUIP TECHNOLOGY INSTR <\$4,999	-	980.34	-
644850	EQUIP TECHNOLOGY NONINS<\$4,999	-	43,862.35	-
644950	SOFTWARE NONINSTRNL >\$4,999	-	3,285.00	-
	Capital Outlay Subtotal	245,986.00	384,601.12	79,590.00
721000	INTRAFUND TRANS OUT WITHIN	-	1,714,679.00	-
721010	INTRAFUND TRANS OUT WITHIN	1,714,745.00	-	2,024,109.00
731000	INTERFUND TRANS OUT BETWEEN	-	3,592,244.00	-
731010	INTERFUND TRANS OUT BETWEEN	3,607,244.00	-	3,591,794.00
791010	RESERVE FOR CONTINGENCIES	5,395,892.00	-	8,068,613.00
791610	RESERVE FOR STAFFNG PRIORITIES	2,651,348.00	-	387,809.00
793010	CONTINGENCY, COLA	225,733.00	-	-
793410	CONTINGENCY, COLA PRIOR YEAR	223,394.00	-	-
797110	SRP SAVINGS	(4,569,189.00)	-	(3,485,138.00)
797210	P/T & O/C ASSISTANCE SRP	208,400.00	-	250,000.00
797310	RESERVE FOR SRP RETIREES	7,264,714.00	-	2,086,673.00
799010	CONTINGENCY HOLDING ACCOUNT	2,820,506.00	-	2,915,576.00
	Other Outgoing Subtotal	19,542,787.00	5,306,923.00	15,839,436.00
Expense Grand Total		121,616,668.00	83,550,926.02	121,651,948.00
81's	Federal Revenues Subtotal	-	-	-
861100	APPRENTICESHIP APPORTIONM	645,235.00	777,766.00	925,912.00
861110	APPRENTICESHIP PRIOR YEAR	-	100,104.00	-
861200	STATE GENERAL APPORTIONMT	23,819,006.00	12,960,471.00	8,033,337.00
861210	GENERL APPORTNMT PRIOR YR	500,000.00	274,091.00	1,379,917.00
861450	PART TIME FACULTY APPORT	421,311.00	335,759.00	399,713.00
861500	2% BFAP ADMIN	215,489.00	183,227.00	218,127.00
863100	EDUCATION PROTECTION ACCOUNT	14,226,442.00	11,822,212.00	15,654,938.00
863101	ED PROTECTION ACCT PRIOR YEAR	-	252,760.00	-
867100	HOMEOWNER PROPTAX RELIEF	500,000.00	259,349.82	500,000.00
868100	STATE LOTTERY PROCEEDS	2,400,000.00	1,676,555.47	2,492,000.00
868150	STATE LOTTRY PROCEEDS PRIOR YR	-	102,198.57	-
868200	STATE MANDATED COSTS	540,829.00	540,829.00	498,400.00
868400	RETURN TO TITLE IV FROM STATE	-	4,653.00	-

		Palomar College		
		BUDGET REPORT		
		Comparing Fiscal Years		
		2016 and 2017		
		FUND 11		
	UNRESTRICTED AND DESIGNATED			Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
869999	BEGINNING BALANCE, STATE	383,525.00	-	-
86's	State Revenues Subtotal	43,651,837.00	29,289,975.86	30,102,344.00
881100	TAX ALLOCATION SECURD ROLL	51,459,473.00	52,067,011.40	59,568,425.00
881200	TAX ALLOC SUPPLEMENT ROLL	1,100,000.00	853,156.91	1,305,127.00
881300	TAX ALLOCN UNSECURED ROLL	2,000,000.00	1,906,895.71	1,886,386.00
881600	PRIOR YEARS TAXES	-	(9,506.62)	-
881700	ERAF ED REVENUE AUG FUND	-	(2,494,799.00)	-
881900	RDA RESIDUAL PAYMENTS	-	1,431,607.50	-
883600	FOLLETT	525,000.00	450,544.85	525,000.00
884150	HLTH SVCS SALE TO EMPLOYEE	1,000.00	2,498.00	1,000.00
884180	LIBRARY COPIER SALES	10,090.00	14,641.05	10,090.00
884210	PLANETARIUM SALES	45,000.00	57,475.00	40,000.00
884215	BUSINESS SERVICES CHARGES	44,095.00	45,881.25	65,978.00
884230	PRINTING CHARGES	21,437.00	23,484.63	1,500.00
884260	RECYCLING COMMISSION	897.00	6,145.48	3,000.00
884290	TICKET/GATE/PROGRAM SALES	30,237.00	30,237.47	24,000.00
884300	VENDING COMMISSIONS	100,000.00	80,651.85	70,000.00
884350	MISC SALES AND COMMISSION	72,562.00	89,158.47	64,000.00
885300	FACILITIES RENTAL AND LEASE	-	51,002.75	-
886100	INTEREST BANK ACCOUNTS	-	199.12	-
886200	INTEREST COUNTY TREASURY	25,000.00	125,015.08	25,000.00
887400	ENROLLMENT FEE	9,164,724.00	8,918,011.50	8,995,752.00
887500	FIELD TRP;USEOF NONDIST FAC	11,170.00	12,332.00	8,600.00
887620	HLTH SERVICE PHYSICAL EXAM	15,000.00	19,369.50	15,000.00
887700	INSTR MAT FEES;SALE MATERL	199,146.00	195,318.14	171,420.00
887710	COURSE RELATED FEES	6,240.00	6,050.00	5,000.00
887800	STUDNT INSURANCE PAYMNTS	2,900.00	1,321.00	1,300.00
887910	TRANSCRIPT INCOME	160,000.00	165,225.60	160,000.00
888010	NON RESIDENT TUITION USA	750,000.00	611,361.00	750,000.00
888020	NONRESIDENT TUITON FOREIGN	1,550,000.00	1,561,117.00	1,550,000.00
888115	NCTD PASSES	-	(1,029.00)	-
888900	OTH STUDENT FEES&CHARGES	50.00	-	50.00
888920	COURSE TESTING FEE	1,150.00	1,755.00	1,200.00
889030	COBRA ADMIN FEE	-	585.41	-
889300	CASH OVER/SHORT	-	(300.00)	-
889600	LIBRARY FINES	390.00	3,175.55	500.00
889650	PARKING FINES	196,509.00	139,995.36	205,000.00
889660	PARKING PENALTY SURCHARG	-	4.78	-
889800	RETURNED CHECKS	-	31.00	-
889830	RETURNED CHECK FEE	-	441.46	-
889850	STUDNT REFND WRITE-OFF TO DIST	-	(200.74)	-
889880	STALE DATED/VOID WARRANTS	-	8,409.22	-
889900	OTHER LOCAL REVENUES	31,083.00	67,470.13	60,000.00
889999	BEGINNING BALANCE, LOCAL	9,698,678.00	-	15,308,276.00
88's	Local Revenues Subtotal	77,221,831.00	66,441,744.81	90,821,604.00
898200	INTRAFUND TRANSFR IN,WITHIN	743,000.00	743,000.00	728,000.00
89's	Other Sources Subtotal	743,000.00	743,000.00	728,000.00
Revenue Grand Total		121,616,668.00	96,474,720.67	121,651,948.00

FUND 12 GENERAL FUNDRESTRICTED

		Palomar College		
		BUDGET REPORT		
		Comparing Fiscal Years		
		2016 and 2017		
		FUND 12		
	GENERAL RESTRICTED FUND			Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
812291	HEA TITLE V HSI PRIOR YEAR	1,309,904.00	1,209,589.69	779,561.00
814100	TANF (FEDERAL)	42,967.00	42,812.00	-
814110	TANF FEDERAL SHARE PRIOR YEAR	-	0.20	-
815190	PELL GRANT ADMIN ALLOWANC	20,000.00	23,785.00	15,000.00
815500	FEDERAL ADMIN ALLOWANCE	14,000.00	-	9,000.00
816100	VETERAN'S EDUCATION	11,000.00	15,354.00	11,000.00
817100	VOCTNL/APPLIED TECH ED ACT	649,340.00	168,863.57	651,707.00
819400	NATIONAL SCIENCE FOUN GRNT	93,941.00	359.66	-
819401	NATIONL SCIENCE FOUN GRT PR YR	1,621.00	-	-
819800	OTHER FEDERAL REVENUES	27,200.00	23,600.00	-
819999	BEGINNING BALANCE, FEDERAL	175,976.00	-	145,124.00
81's	Federal Revenues Subtotal	9,747,764.00	4,690,138.54	4,762,062.00
861600	BASIC SKILLS	174,068.00	142,429.00	-
862150	EOPS	1,321,518.00	1,110,075.00	552,427.00
862151	EOPS PRIOR YEAR	-	375.68	-
862200	DSPS	902,330.00	757,957.00	988,345.00
862210	DSPS PRIOR YEAR	-	907.00	-
862212	DEAF & HARD OF HEARING (DHH)	105,738.00	88,820.00	-
862213	ACCESS T/PRINT & ELECTRNC INFO	15,048.00	12,640.00	-
862250	CALWORKS	209,812.00	185,482.00	235,524.00
862251	CALWORKS PRIOR YEAR	-	0.58	-
862400	OTH GEN CATEGORICL PROGMS	2,430,214.00	2,474,739.00	-
862450	BFAP	643,079.00	536,732.00	638,079.00
862500	CARE	131,805.00	110,716.00	36,385.00
862510	CARE PRIOR YEAR	-	0.80	-
862650	FACULTY/STAFF DIVERSITY	8,232.00	7,573.00	-
862700	INSTR EQUIP/LIBRY MATERIALS	503,909.00	-	-
862750	MATRICULATION	3,709,836.00	3,116,262.00	3,012,645.00
862755	STUDENT EQUITY FUNDS	1,919,900.00	1,612,716.00	1,535,000.00
865300	OTH SPECL CATAGORL PRGRM	3,929,029.00	-	3,929,029.00
865310	ASSOCIATE DEGREE NURSING GRANT	155,237.00	130,399.00	155,237.00
865392	TTIP SOUTH PRIOR YEAR	724,956.00	-	-
868100	STATE LOTTERY PROCEEDS	367,484.00	-	680,682.00
868150	STATE LOTTRY PROCEEDS PRIOR YR	-	75,642.33	-
869999	BEGINNING BALANCE, STATE	3,782,588.00	-	807,702.00
86's	State Revenues Subtotal	21,034,783.00	10,363,466.39	12,571,055.00
881200	TAX ALLOC SUPPLEMENT ROLL	81.00	-	-
882100	CONTRB,GIFTS,GRANTS,ENDOW	317,161.00	212,914.41	159,755.00
883100	CONTRACT INSTRUCTIONL SVC	2,278,243.00	601,377.00	225,000.00
883300	CONT INSTR SVC CONTRACT ED	318,292.00	462,020.15	-
884170	KKSM ADVERTISING SALES	3,600.00	4,765.00	1,200.00
884320	WELLNESS CENTER FEES	35,000.00	33,213.12	35,000.00
884330	WELLNESS CENTER PARKING	1,700.00	1,541.00	1,500.00
884340	WELLNESS CNTR PROCES FEE	-	120.00	-
887600	HEALTH SERVICE FEE STUDENT	900,000.00	769,242.00	900,000.00
887700	INSTR MAT FEES;SALE MATERL	30,000.00	30,000.00	30,000.00
888030	NONRESIDENT CAPITAL OUTLAY	30,000.00	54,356.00	30,000.00
888100	PARKING STICKER FEES	500.00	520.00	500.00
888101	PARK STICKER FEE SPRING	528,000.00	435,660.00	425,000.00
888102	PARK STICKER FEE SUMMER	205,000.00	35,220.00	185,000.00
888103	PARK STICKER FEE FALL	525,000.00	444,640.00	445,000.00
888104	CAMPUS POLICE MISCLLNEOUS FEES	5,000.00	10,476.16	8,000.00
888110	PARKING METERS	205,000.00	220,081.01	205,000.00
888900	OTH STUDENT FEES&CHARGES	165,000.00	128,566.00	148,877.00
888920	COURSE TESTING FEE	114,213.00	113,208.00	95,000.00
889900	OTHER LOCAL REVENUES	113,223.00	7,564.72	-
889999	BEGINNING BALANCE, LOCAL	3,858,383.00	-	1,606,849.00
88's	Local Revenues Subtotal	9,633,396.00	3,565,484.57	4,501,681.00

	Palomar College			
	BUDGET REPORT			
	Comparing Fiscal Years			
	2016 and 2017			
	FUND 12			
	GENERAL RESTRICTED FUND			Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
898200	INTRAFUND TRANSFR IN,WITHIN	3,066,421.00	2,971,679.00	1,376,535.00
89's	Other Sources Subtotal	3,066,421.00	2,971,679.00	1,376,535.00
Revenue Grand Total		43,482,364.00	21,590,768.50	23,211,333.00

FUND 22 PROP M BOND INTEREST AND REDEMPTION FUND – SERIES A

	Palomar College			
	BUDGET REPORT			
	Comparing Fiscal Years			
	2016 and 2017			
	FUND 22			
	PROP M BOND			Run Jun 01, 2016
	DEBT SERVICE - SERIES A			
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
500010	OTHER OPER EXP	1,600.00	-	1,600.00
	Other Oper Exp Subtotal	1,600.00	-	1,600.00
712010	DEBT REDEMPTION PRINCIPAL	3,765,000.00	-	4,160,000.00
713000	DEBT INTEREST/SERVICE CHGS	-	3,031,075.00	-
713010	DEBT INTEREST, SERVICE CHGS	6,062,150.00	-	5,873,900.00
799010	CONTINGENCY HOLDING ACCOUNT	6,240,413.00	-	6,518,364.00
	Other Outgoing Subtotal	16,067,563.00	3,031,075.00	16,552,264.00
Expense Grand Total		16,069,163.00	3,031,075.00	16,553,864.00
881400	VOTED INDEBT SECURED ROLL	10,500,000.00	7,515,848.53	10,500,000.00
881500	VOTED INDEBT UNSECURDROLL	500,000.00	340,724.70	500,000.00
886200	INTEREST COUNTY TREASURY	20,000.00	25,751.24	30,000.00
889999	BEGINNING BALANCE, LOCAL	5,049,163.00	-	5,523,864.00
88's	Local Revenues Subtotal	16,069,163.00	7,882,324.47	16,553,864.00
Revenue Grand Total		16,069,163.00	7,882,324.47	16,553,864.00

FUND 23 PROP M BOND INTEREST AND REDEMPTION FUND – SERIES B

	Palomar College			
	BUDGET REPORT			
	Comparing Fiscal Years			
		2016 and 2017		
		FUND 23		
	PROP M BOND			Run Jun 01, 2016
	DEBT SERVICE - SERIES B			
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
500010	OTHER OPER EXP	3,200.00	-	3,200.00
	Other Oper Exp Subtotal	3,200.00	-	3,200.00
712000	DEBT REDEMPTION PRINCIPAL	-	250,650.40	-
712010	DEBT REDEMPTION PRINCIPAL	250,651.00	-	367,397.00
713000	DEBT INTEREST/SERVICE CHGS	-	4,263,904.84	-
713010	DEBT INTEREST, SERVICE CHGS	4,263,905.00	-	3,967,148.00
799010	CONTINGENCY HOLDING ACCOUNT	4,487,166.00	-	6,987,998.00
	Other Outgoing Subtotal	9,001,722.00	4,514,555.24	11,322,543.00
Expense Grand Total		9,004,922.00	4,514,555.24	11,325,743.00
881400	VOTED INDEBT SECURED ROLL	4,800,000.00	3,722,753.66	4,800,000.00
881500	VOTED INDEBT UNSECURDROLL	200,000.00	78,176.41	200,000.00
886200	INTEREST COUNTY TREASURY	10,000.00	11,460.57	15,000.00
889999	BEGINNING BALANCE, LOCAL	3,994,922.00	-	6,310,743.00
	88's Local Revenues Subtotal	9,004,922.00	3,812,390.64	11,325,743.00
Revenue Grand Total		9,004,922.00	3,812,390.64	11,325,743.00

FUND 24 PROP M BOND INTEREST AND REDEMPTION FUND – SERIES C

	Palomar College			
	BUDGET REPORT			
	Comparing Fiscal Years			
	2016 and 2017			
	FUND 24			
	PROP M BOND			Run Jun 01, 2016
	DEBT SERVICE - SERIES C			
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
500010	OTHER OPER EXP	1,600.00	-	1,600.00
712010	DEBT REDEMPTION PRINCIPAL	-	-	6,430,000.00
713000	DEBT INTEREST/SERVICE CHGS	-	8,044,030.02	-
713010	DEBT INTEREST, SERVICE CHGS	8,044,031.00	-	9,819,150.00
799010	CONTINGENCY HOLDING ACCOUNT	16,187,534.00	-	17,219,250.00
	Other Outgoing Subtotal	24,231,565.00	8,044,030.02	33,468,400.00
Expense Grand Total		24,233,165.00	8,044,030.02	33,470,000.00
881400	VOTED INDEBT SECURED ROLL	-	5,917,508.34	8,500,000.00
881500	VOTED INDEBT UNSECURDROLL	-	21,762.92	50,000.00
886200	INTEREST COUNTY TREASURY	-	105,736.83	120,000.00
889999	BEGINNING BALANCE, LOCAL	24,233,165.00	-	24,800,000.00
88's	Local Revenues Subtotal	24,233,165.00	6,045,008.09	33,470,000.00
Revenue Grand Total		24,233,165.00	6,045,008.09	33,470,000.00

FUND 29 DEBT SERVICE

	Palomar College			
	BUDGET REPORT			
	Comparing Fiscal Years			
		2016 and 2017		
		FUND 29		
	DEBT SERVICE			Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
712000	DEBT REDEMPTION PRINCIPAL	-	525,000.00	-
712010	DEBT REDEMPTION PRINCIPAL	525,000.00	-	545,000.00
713000	DEBT INTEREST/SERVICE CHGS	-	178,560.54	-
713010	DEBT INTEREST, SERVICE CHGS	178,561.00	-	155,050.00
	Other Outgoing Subtotal	703,561.00	703,560.54	700,050.00
Expense Grand Total		703,561.00	703,560.54	700,050.00
898100	INTERFUND TRANSER IN,BETWN	703,561.00	703,560.54	700,050.00
89's	Other Sources Subtotal	703,561.00	703,560.54	700,050.00
Revenue Grand Total		703,561.00	703,560.54	700,050.00

FUND 33 CHILD DEVELOPMENT

	Palomar College			
	BUDGET REPORT			
	Comparing Fiscal Years			
	2016 and 2017			
	FUND 33			
	CHILD DEVELOPMENT			Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
345110	LTC ACA	252.00	-	252.00
345210	LTC CLS	54.00	-	42.00
345252	LTC CLASSIFIED	-	31.50	-
348010	FUTURE RETIREE HEALTH ACA	-	4,355.00	-
348020	FUTURE RETIREE HEALTH CLS	-	3,919.50	-
348110	FUTURE RETIREE HEALTH ACA	5,549.00	-	5,549.00
348210	FUTURE RETIREE HEALTH CLS	5,549.00	-	5,550.00
34's	Health & Welfare	134,780.00	105,592.74	137,936.00
350010	STATE UNEMP INSURANCE	1,505.00	-	1,808.00
351101	UNEMP ACADEMIC INSTRUCTOR	-	925.20	-
352102	UNEMPLOYMENT CLASSIFIED	-	74.71	-
352302	UNEMP INSTR AIDE DIRECT INST	-	152.93	-
35's	State Unempl Insurance	1,505.00	1,152.84	1,808.00
360010	WORKER'S COMP	15,007.00	-	17,832.00
361101	WC ACADEMIC INSTRUCTORS	-	9,677.64	-
362102	WC CLASSIFIED	-	763.10	-
362302	WC INSTR AIDE DIRECT INSTR	-	1,557.82	-
363102	WC STUDENT	-	129.12	-
36's	Workers' Comp	15,007.00	12,127.68	17,832.00
370010	APPLE	5,553.00	-	4,983.00
371101	APPLE ACADEMIC INSTRUCTOR	-	3,473.21	-
372302	APPLE INST AIDE DIRECT INSTR	-	2,078.46	-
37's	APPLE	5,553.00	5,551.67	4,983.00
39's	Other Benefits	-	-	-
	Employee Benefits Subtotal	235,535.00	180,460.49	263,014.00
400010	SUPPLIES & MATERIALS	87,488.00	-	53,000.00
411000	SOFTWARE LESS THAN \$5,000	-	4,655.00	-
431000	SUPPLIES&MATERIAL,INSTRUCT	-	1,695.76	-
431100	SUPPLIES, INSTRUCTIONL FOOD	-	1,889.03	-
441000	SUPPLIES&MATERIAL,NONINSTR	-	4,372.57	-
441100	SUPPLIES, INSTITUTIONAL	-	945.13	-
441300	SUPPLIES, FOOD SERVICES	-	18,881.44	-
442000	COST OF FOOD, FOOD SERVICE	-	40,479.23	-
	Supplies & Materials Subtotal	87,488.00	72,918.16	53,000.00
500010	OTHER OPER EXP	22,000.00	-	22,000.00
555100	POSTAGE	-	87.46	-
561000	RENT & LEASE, EQUIPMENT	-	724.64	-
565300	REPAIRS&MAINT NONINST EQUIP	-	200.00	-
565500	REPAIRS&MAINTENANCE BLDGS	-	2,693.13	-
575120	TRAVEL, ACADEMIC EMPLOYEE	-	42.12	-
575710	TRAINING	-	1,537.85	-
580100	ELECTRICITY	-	2,540.53	-
580350	PEST CONTROL	-	1,200.00	-
580650	WATER	-	1,712.46	-
585750	PRINTING	-	2,798.61	-
585910	LICENSING FEE	-	509.00	-
	Other Oper Exp Subtotal	22,000.00	14,045.80	22,000.00
799010	CONTINGENCY HOLDING ACCOUNT	215,458.00	-	344,004.00
	Other Outgoing Subtotal	215,458.00	-	344,004.00
Expense Grand Total		1,383,199.00	914,583.10	1,634,013.00
819100	CHILDCARE FOOD REIMB FEDRL	48,000.00	33,649.80	48,000.00
81's	Federal Revenues Subtotal	48,000.00	33,649.80	48,000.00

	Palomar College			
	BUDGET REPORT			
	Comparing Fiscal Years			
		2016 and 2017		
		FUND 33		
	CHILD DEVELOPMENT			Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
862100	CHILD DEVELOPMNT APPORT - CSPP	490,000.00	282,245.00	455,000.00
862101	CHILD DEVLPMNT APPORT PRIOR YR	-	(3,285.00)	-
862110	CHILD DEVELOPMNT APPORT - CCTR	30,000.00	18,988.00	25,000.00
862550	CHILDCARE TAX BAILOUT	95,242.00	95,242.00	91,958.00
869100	CHILDCARE FOOD REIMB STATE	2,000.00	1,852.33	2,000.00
869999	BEGINNING BALANCE, STATE	18,955.00	-	18,955.00
86's	State Revenues Subtotal	636,197.00	395,042.33	592,913.00
886200	INTEREST COUNTY TREASURY	100.00	799.30	100.00
887100	CHDV F/P PARENT FEES PRESCHOOL	525,000.00	647,303.98	730,000.00
887105	CHDV F/P PARENT FEES TODDLER	-	-	155,000.00
887110	CHDV SUB P-SCHOOL FEES F/T	12,000.00	6,249.75	7,000.00
887120	CHDV SUBSIDIZED TODDLER FEES	100.00	1,340.00	1,000.00
889880	STALE DATED/VOID WARRANTS	-	816.35	-
889999	BEGINNING BALANCE, LOCAL	161,802.00	-	100,000.00
88's	Local Revenues Subtotal	699,002.00	656,509.38	993,100.00
Revenue Grand Total		1,383,199.00	1,085,201.51	1,634,013.00

FUND 41 CAPITAL OUTLAY PROJECTS

		Palomar College		
		BUDGET REPORT		
		Comparing Fiscal Years		
		2016 and 2017		
		FUND 41		
		CAPITAL OUTLAY		Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
			Year to Date	
Account	Description			
881100	TAX ALLOCATION SECURD ROLL	60,000.00	-	60,000.00
884360	SURPLUS SALES	17,550.00	33,441.27	11,500.00
886200	INTEREST COUNTY TREASURY	40,000.00	47,163.20	40,000.00
889700	SAN MARCOS REDEVELOPMNT TAX RE	950,000.00	529,634.97	950,000.00
889701	POWAY REDEVELOPMENT TAX REV	930,000.00	515,102.00	930,000.00
889702	ESCONDIDO REDEVELOPMNT TAX RE	-	146,313.00	-
889703	VISTA REDEVELOPMENT TAX REV	-	37,194.73	-
889900	OTHER LOCAL REVENUES	26,377.00	23,836.30	15,240.00
889999	BEGINNING BALANCE, LOCAL	9,374,480.00	-	8,395,279.00
88's	Local Revenues Subtotal	11,398,407.00	1,332,685.47	10,402,019.00
898200	INTRAFUND TRANSFR IN,WITHIN	1,254,478.00	610,692.00	535,000.00
89's	Other Sources Subtotal	1,254,478.00	610,692.00	535,000.00
Revenue Grand Total		23,898,412.00	12,636,149.47	22,055,756.00

FUND 42 PROP M BOND CONSTRUCTION

		Palomar College		
		BUDGET REPORT		
		Comparing Fiscal Years		
		2016 and 2017		
		FUND 42		Run Jun 01, 2016
		PROP M BOND CONSTRUCTION		
		FY015-016	FY015-016	FY016-17
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
212100	SUPERVISOR, CAST	-	197,477.42	250,312.00
212200	CLASSIFIED REGULAR SALARY	-	63,534.77	73,080.00
21's	Non-Instr Salaries - Reg		261,012.19	323,392.00
23's	Non-Academic Salaries - Other		-	-
	Non Acad Salaries Subtotal		261,012.19	323,392.00
322102	PERS CLASSIFIED	-	6,633.66	-
322202	PERS NON-INSTR ADMIN/SUPR	-	23,240.19	-
32's	PERS		29,873.85	42,203.00
332102	FICA CLASSIFIED	-	3,941.66	-
332202	FICA NON-INSTR ADMIN/SUPR	-	12,158.15	-
336102	MEDCA CLASSIFIED	-	921.84	-
336202	MEDCA NON-INSTR ADMIN/SUP	-	2,843.44	-
33's	FICA & Medicare (OASDI)		19,865.09	24,741.00
340210	MEDIC CLS		-	20,979.00
340252	MEDIC CLASSIFIED	-	14,014.02	-
340302	MEDIC NON-INSTR ADMIN/SUPR	-	44,261.76	-
340310	MEDIC AA/CAST		-	62,937.00
341210	DENT CLS		-	1,220.00
341252	DENT CLASSIFIED	-	670.23	-
341302	DENT NON-INSTR ADMIN/SUPR	-	2,254.95	-
341310	DENT AA/CAST		-	3,660.00
342210	VISION CLS		-	257.00
342252	VISION CLASSIFIED	-	192.51	-
342302	VISION NON-INSTR ADMIN/SUP	-	577.53	-
342310	VISION AA/CAST		-	771.00
343210	LIFE CLS		-	79.00
343252	LIFE CLASSIFIED	-	59.04	-
343302	LIFE NON-INSTR ADMIN/SUPR	-	177.12	-
343310	LIFE AA/CAST		-	237.00
344210	LTD CLS		-	205.00
344252	LTD CLASSIFIED	-	156.20	-
344302	LTD NON-INSTR ADMIN/SUPR	-	515.47	-
344310	LTD AA/CAST		-	703.00
345210	LTC CLS		-	42.00
345252	LTC CLASSIFIED	-	31.50	-
345302	LTC NON-INSTR ADMIN/SUPR	-	94.50	-
345310	LTC AA/CAST		-	126.00
348020	FUTURE RETIREE HEALTH CLS	-	3,919.50	-
348030	FUTURE RETIREE HEALTH AA/CAST	-	11,758.50	-
348210	FUTURE RETIREE HEALTH CLS			5,549.00
348310	FUTURE RETIREE HEALTH AA/CAST			16,647.00
34's	Health & Welfare		78,682.83	113,412.00
352102	UNEMPLOYMENT CLASSIFIED	-	103.10	-
352202	UNEMP NON-INSTR ADMIN/SUP	-	360.84	-
35's	State Unempl Insurance		463.94	437.00
362102	WC CLASSIFIED	-	1,190.64	-
362202	WC NON-INSTR ADMIN/SUPERV	-	3,700.63	-
36's	Workers' Comp		4,891.27	6,061.00
37's	APPLE		-	-
	Employee Benefits Subtotal		133,776.98	186,854.00
535200	INS, FIRE, CASUALTY, LIABILITY	-	186,833.09	-
545100	ADVERTISEMENTS REQ BY LAW	-	2,085.43	-
545200	LAWYERS' FEES	-	1,021,819.97	-
551900	OTH PERSONAL&CONSULT SVC	-	197,065.41	-
580500	TELEPHONE CONNECTIONS	-	4,611.00	-

		Palomar College		
		BUDGET REPORT		
		Comparing Fiscal Years		
		2016 and 2017		
		FUND 42		Run Jun 01, 2016
	PROP M BOND CONSTRUCTION			
		FY015-016	FY015-016	FY016-17
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
	Other Oper Exp Subtotal		1,412,414.90	-
623000	BUILDING CONSTRUCTION	-	19,682,529.37	-
623100	ARCHITECTURL&ENGINEER FEE	-	1,534,164.17	-
623200	BLUEPRINTS&INSPECTION SVCS	-	1,138,408.39	-
623300	PERMITS AND FEES	-	411,821.51	-
644100	EQUIP INSTR ADDTL \$500 - \$4999	-	81,156.80	-
644400	EQUIP NONINS ADDL \$500 - \$4999	-	559,718.12	-
644600	EQUIPMENT NONINSTRUCTL >\$4,999	-	216,739.18	-
644800	EQUIP TECHNOLOGY NONINS>\$4,999	-	284,449.75	-
644850	EQUIP TECHNOLOGY NONINS<\$4,999	-	17,750.48	-
	Capital Outlay Subtotal		23,926,737.77	149,416,012.00
Expense Grand Total		261,773,594.00	25,733,941.84	149,926,258.00
886200	INTEREST COUNTY TREASURY	1,500,000.00	1,086,056.34	1,500,000.00
889999	BEGINNING BALANCE, LOCAL	260,273,594.00	-	148,426,258.00
88's	Local Revenues Subtotal	261,773,594.00	1,086,056.34	149,926,258.00
Revenue Grand Total		261,773,594.00	1,086,056.34	149,926,258.00

FUND 43 ENERGY CONSERVATION PROJECTS

	Palomar College			
	BUDGET REPORT			
	Comparing Fiscal Years			
		2016 and 2017		
		FUND 43		
	ENERGY CONSERVATION			Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
500010	OTHER OPER EXP	215,660.00	-	215,000.00
	Other Oper Exp Subtotal	215,660.00	-	215,000.00
799010	CONTINGENCY HOLDING ACCOUNT	223,511.00	-	1,185,000.00
	Other Outgoing Subtotal	223,511.00	-	1,185,000.00
Expense Grand Total		439,171.00	-	1,400,000.00
886200	INTEREST COUNTY TREASURY	-	2,032.49	-
889900	OTHER LOCAL REVENUES	-	1,007,431.77	-
889999	BEGINNING BALANCE, LOCAL	439,171.00	-	1,400,000.00
88's	Local Revenues Subtotal	439,171.00	1,009,464.26	1,400,000.00
Revenue Grand Total		439,171.00	1,009,464.26	1,400,000.00

FUND 69 OTHER POST-EMPLOYMENT BENEFITS (OPEB)

Palomar College				
BUDGET REPORT				
Comparing Fiscal Years				
2016 and 2017				
FUND 69				
POST RETIREMENT BENEFITS				Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
340010	HEALTH & WELFARE	81,730.00	-	60,309.00
340410	MEDICAL RETIREE	4,494,021.00	-	5,061,555.00
340453	MEDIC ACADEMIC INST RETIREE	-	2,508,860.63	-
340503	MEDIC EDU ADMIN/SUP RETIREE	-	259,875.49	-
340604	MEDIC CLASSIFIED RETIREES	-	1,540,493.43	-
340654	MEDIC CLASS ADMNSUP RETIRE	-	477,940.81	-
341410	DENTAL RETIREE	568,002.00	-	587,506.00
341453	DENT ACADEMIC INSTR RETIREE	-	218,599.53	-
341503	DENT EDU ADMIN/SUP RETIREE	-	20,855.21	-
341604	DENT CLASSIFIED RETIREES	-	204,086.23	-
341654	DENT CLASS ADMN/SUP RETIRE	-	48,593.42	-
346000	RETIREE SPOUSAL BENEFITS	-	66,857.29	-
34's	Health & Welfare	5,143,753.00	5,346,162.04	5,709,370.00
	Employee Benefits Subtotal	5,143,753.00	5,346,162.04	5,709,370.00
799010	CONTINGENCY HOLDING ACCOUNT	12,950,549.00	-	14,190,326.00
	Other Outgoing Subtotal	12,950,549.00	-	14,190,326.00
Expense Grand Total		18,094,302.00	5,346,162.04	19,899,696.00
886200	INTEREST COUNTY TREASURY	25,000.00	3,532.33	25,000.00
889010	FUTURE RETIREE HEALTH PREMIUM	3,828,838.00	-	3,828,838.00
889999	BEGINNING BALANCE, LOCAL	11,174,120.00	-	12,979,514.00
88's	Local Revenues Subtotal	15,027,958.00	3,532.33	16,833,352.00
898200	INTRAFUND TRANSFR IN, WITHIN	3,066,344.00	3,066,344.00	3,066,344.00
89's	Other Sources Subtotal	3,066,344.00	3,066,344.00	3,066,344.00
Revenue Grand Total		18,094,302.00	3,069,876.33	19,899,696.00

FUND 71 ASSOCIATED STUDENTS TRUST

Palomar College				
ASG BUDGET REPORT				
Comparing Fiscal Years				
2016 and 2017				
FUND 71				
ASSOCIATED STUDENTS TRUST				Run Jun 01, 2016
		FY015-016	FY015-016	FY016-17
		Budget	Expended/Received	Budget
			Year to Date	
Account	Description			
230010	Non-Academic Salaries - Other	4,000.00	-	4,000.00
235100	STUDENT EMPLOYEE	-	585.00	-
23's	Non-Academic Salaries - Other	4,000.00	585.00	4,000.00
	Non Acad Salaries Subtotal	4,000.00	585.00	4,000.00
400010	Supplies & Materials	100,527.44	-	118,254.70
441000	SUPPLIES&MATERIAL NONINSTR	-	17,980.27	-
	Supplies & Materials Subtotal	100,527.44	17,980.27	118,254.70
500010	Other Oper Exp	73,671.50	-	71,744.00
551300	INDEPENDENT CONTRACTOR	-	1,000.00	-
575300	TRAVEL, STUDENT	-	682.14	-
575800	FOOD FOR MEETINGS	-	17,034.83	-
585150	ADVERTISE NOT REQ BY LAW	-	260.00	-
585260	BANK CREDIT CARD EXPENSE	-	508.50	-
585750	PRINTING	-	668.73	-
	Other Oper Exp Subtotal	73,671.50	20,154.20	71,744.00
752000	STUDENT SCHOLARSHIPS	-	400.00	-
752010	STUDENT SCHOLARSHIPS	400.00	-	-
	Other Outgoing Subtotal	400.00	400.00	-
Expense Grand Total		178,598.94	39,119.47	193,998.70
882100	CONTRB,GIFTS,GRANTS,ENDOW	456.35	2,139.62	400.00
884350	MISC SALES AND COMMISSION	200.00	702.61	-
886100	INTEREST BANK ACCOUNTS	100.00	19.51	100.00
888950	POSTING FEES INCOME ASG	6,000.00	6,200.00	5,000.00
889100	ASG INCOME	1,800.00	1,337.80	1,800.00
889160	ASG MOVIE PASSES INCOME	3,000.00	6,030.00	3,000.00
889999	BEGINNING BALANCE, LOCAL	133,042.59	47.52	149,698.70
88's	Local Revenues Subtotal	144,598.94	16,477.06	159,998.70
898100	INTERFUND TRANSER IN,BETWN	34,000.00	32,000.00	34,000.00
89's	Other Sources Subtotal	34,000.00	32,000.00	34,000.00
Revenue Grand Total		178,598.94	48,477.06	193,998.70

FUND 72 STUDENT REPRESENTATION FEE TRUST

	Palomar College			
	BUDGET REPORT			
	Comparing Fiscal Years			
		2016 and 2017		
		FUND 72		
	STUDENT REPRESENTATION			Run Jun 01, 2016
		FEE TRUST		
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
400010	SUPPLIES & MATERIALS	2,000.00	-	5,000.00
	Supplies & Materials Subtotal	2,000.00	-	5,000.00
500010	OTHER OPER EXP	40,000.00	-	50,000.00
560900	DISTRICT VEHICLE USE	-	85.00	-
575100	TRAVEL, ACADEMIC ADMIN	-	2,611.40	-
575110	TRAVEL, STATE COMMISSION	-	133.03	-
575300	TRAVEL, STUDENT	-	17,395.73	-
575310	TRAVEL WITH STUDENT	-	3,245.52	-
575800	FOOD FOR MEETINGS	-	1,044.49	-
	Other Oper Exp Subtotal	40,000.00	24,515.17	50,000.00
799010	CONTINGENCY HOLDING ACCOUNT	278,003.00	-	258,840.00
	Other Outgoing Subtotal	278,003.00	-	258,840.00
Expense Grand Total		320,003.00	24,515.17	313,840.00
886200	INTEREST COUNTY TREASURY	931.00	1,237.24	1,700.00
888400	STUDENT REPRESENTATION FEE	40,026.00	30,573.00	23,893.00
889999	BEGINNING BALANCE, LOCAL	279,046.00	-	288,247.00
88's	Local Revenues Subtotal	320,003.00	31,810.24	313,840.00
Revenue Grand Total		320,003.00	31,810.24	313,840.00

FUND 73 STUDENT BODY CENTER FEE

	Palomar College			
	BUDGET REPORT			
	Comparing Fiscal Years			
		2016 and 2017		
		FUND 73		
	STUDENT BODY CENTER FEE			Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
400010	SUPPLIES & MATERIALS	5,000.00	-	4,000.00
441000	SUPPLIES&MATERIAL,NONINSTR	-	3,230.11	-
441100	SUPPLIES, INSTITUTIONAL	-	22.68	-
	Supplies & Materials Subtotal	5,000.00	3,252.79	4,000.00
500010	OTHER OPER EXP	16,000.00	-	20,000.00
585750	PRINTING	-	863.72	-
	Other Oper Exp Subtotal	16,000.00	863.72	20,000.00
600010	CAPITAL OUTLAY	37,214.00	-	50,000.00
	Capital Outlay Subtotal	37,214.00	-	50,000.00
731000	INTERFUND TRANS OUT BETWEEN	-	207,660.54	-
731010	INTERFUND TRANS OUT BETWEEN	207,661.00	-	204,600.00
799010	CONTINGENCY HOLDING ACCOUNT	75,573.00	-	103,857.00
	Other Outgoing Subtotal	283,234.00	207,660.54	308,457.00
Expense Grand Total		341,448.00	211,777.05	382,457.00
886200	INTEREST COUNTY TREASURY	932.00	1,044.57	1,442.00
888300	STUDENT CENTER FEE	227,498.00	221,110.00	222,000.00
889999	BEGINNING BALANCE, LOCAL	113,018.00	-	159,015.00
88's Local Revenues Subtotal		341,448.00	222,154.57	382,457.00
Revenue Grand Total		341,448.00	222,154.57	382,457.00

FUND 74 STUDENT FINANCIAL AID TRUST

FUND 75 SCHOLARSHIP AND LOAN TRUST

	Palomar College			
	BUDGET REPORT			
	Comparing Fiscal Years			
		2016 and 2017		
		FUND 75		
	SCHOLARSHIP AND LOAN TRUST			Run Jun 01, 2016
		FY 2015-2016	FY 2015-2016	FY 2016-2017
		Budget	Expended/Received	Budget
Account	Description		Year to Date	
751000	STUDENT GRANTS	-	6,122.02	-
751010	STUDENT GRANTS	74,075.00	-	75,285.00
752000	STUDENT SCHOLARSHIPS	-	678,854.40	-
752010	STUDENT SCHOLARSHIPS	980,757.12	-	922,596.00
765000	STUDENT LOANS	-	5,935.06	-
765010	STUDENT LOANS	885,170.91	-	882,419.00
	Other Outgoing Subtotal	1,940,003.03	690,911.48	1,880,300.00
Expense Grand Total		1,940,003.03	690,911.48	1,880,300.00
882200	SCHOLRSHP/GRANT/LOAN REV	693,892.83	706,939.59	633,000.00
882300	STUDENT LOAN REPAYMENTS	14,000.00	7,722.85	7,500.00
886200	INTEREST COUNTY TREASURY	5,048.11	5,285.70	7,348.00
889999	BEGINNING BALANCE, LOCAL	1,227,062.09	-	1,232,452.00
	88's Local Revenues Subtotal	1,940,003.03	719,948.14	1,880,300.00
Revenue Grand Total		1,940,003.03	719,948.14	1,880,300.00

The development of the District's budget is an evolving process. Fiscal Services will continue to refine and update this budget in preparation for submission of the Final Budget in September.

RESOLUTION No. 16-21507**A RESOLUTION OF THE GOVERNING BOARD
PALOMAR COMMUNITY COLLEGE DISTRICT
PALOMAR COLLEGE, SAN MARCOS, CALIFORNIA****EDUCATION PROTECTION ACCOUNT**

WHEREAS, the voters approved Proposition 30 on November 6, 2012 which added Article XIII, Section 36 to the California Constitution effective November 7, 2012;

WHEREAS, the provisions of Article XIII, Section 36 create in the state General Fund an Education Protection Account to receive and disburse the revenues derived from the incremental increases in taxes imposed by Article XIII, Section 36(f);

WHEREAS, all monies in the Education Protection Account are hereby continuously appropriated for the support of school districts, county offices of education, charter schools, and community college districts;

WHEREAS, a community college district, county office of education, school district, or charter school shall have the sole authority to determine how the monies received from the Education Protection Account are spent in the school or schools within its jurisdiction;

WHEREAS, the governing board of the district shall make the spending determinations with respect to monies received from the Education Protection Account in open session of a public meeting of the governing board;

WHEREAS, the monies received from the Education Protection Account shall not be used for salaries or benefits for administrators or any other administrative cost;

WHEREAS, each community college district, county office of education, school district and charter school shall annually publish on its Internet website an accounting of how much money was received from the Education Protection Account and how that money was spent;

WHEREAS, the annual independent financial and compliance audit required of community college districts, county offices of education, school districts, and charter schools shall ascertain and verify whether the funds provided from the Education Protection Account have been properly disbursed and extended as required by Article XIII, Section 36 of the California Constitution;

WHEREAS, expenses incurred by community college districts, county offices of education, school districts, and charter schools to comply with the additional audit requirements of Article XIII, Section 36 may be paid with funding from the Education Protection Act and shall not be considered administrative costs for purposes of Article XIII, Section. 36.

THEREFORE, the Board of Trustees of the Palomar Community College District hereby resolves, based on the foregoing, that the monies received from the Education Protection Account shall be spent on Instructional Activities (Attachment A).

PASSED AND ADOPTED by the Governing Board of the Palomar Community College District, County of San Diego, State of California, this 14th day of June 2016, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Mark Evilsizer, Board President

Nancy Chadwick, Board Secretary

Prop 30 EPA Expenditure Report

District ID: 60 Name: Palomar Community College

--

RESOLUTION No. 16-21508

**A RESOLUTION OF THE GOVERNING BOARD
PALOMAR COMMUNITY COLLEGE DISTRICT
PALOMAR COLLEGE, SAN MARCOS, CALIFORNIA**

2016-2017 GANN Limit

WHEREAS, In November of 1979, the California electorate did adopt Proposition 4, commonly called the Gann Amendment; and

WHEREAS, The provisions of that amendment establish maximum appropriation limitation, commonly called "Gann Limits" for public agencies, including school districts; and

WHEREAS, The District must establish a Gann Limit for the 2016-17 fiscal year in accordance with the provisions of the Gann Amendment and applicable statutory law;

THEREFORE, BE IT RESOLVED, That this Board does provide public notice that the attached calculations and documentation of the 2016-17 Gann Limit are made in accord with applicable constitutional and statutory law and that this Board does hereby declare that the appropriations in the 2016-17 budget do not exceed the limitations imposed by the Gann Amendment;

AND BE IT FURTHER RESOLVED, That the Interim Superintendent/President provide copies of this resolution along with appropriate attachments to interested citizens of this District.

Attachment: California Community Colleges 2016-17 Gann Limit Worksheet showing 2016-17 Appropriations Limit of \$120,467,884 and a 2016-17 Appropriations Subject to Limit of 87,874,125.

PASSED AND ADOPTED by the Governing Board of the Palomar Community College District, County of San Diego, State of California, this 14th day of June 2016, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Mark Evilsizer, Board President

Nancy Chadwick, Board Secretary

CALIFORNIA COMMUNITY COLLEGES
GANN LIMIT WORKSHEET
2016-17

DISTRICT NAME: Palomar Community College District
DATE: 06/14/16

I.	2016-17 Appropriations Limit:		
A.	2015-16 Appropriations Limit		\$ 133,094,815
B.	2016-17 Price Factor:	1.0537	
C.	Population factor:		
	1 2014-15 Second Period Actual FTES	19,236.06	
	2 2015-16 Second Period Actual FTES	16,524.33	
	3 2016-17 Population change factor	0.8590	
	(line C.2. divided by line C.1.)		
D.	2015-16 Limit adjusted by inflation and population factors		\$ 120,467,884
	(line A multiplied by line B and line C.3.)		
E.	Adjustments to increase limit:		
	1 Transfers in of financial responsibility	\$ -	
	2 Temporary voter approved increases	0	
	3 Total adjustments - increase		
	Sub-Total		\$ -
F.	Adjustments to decrease limit:		
	1 Transfers out of financial responsibility	\$ -	
	2 Temporary voter approved increases	0	
	3 Total adjustments - decrease		\$ -
G.	2016-17 Appropriations Limit		\$ 120,467,884
II.	2016-17 Appropriations Subject to Limit:		
A.	State Aid (General Apportionment, Apprenticeship Allowance, Prop 30 Education Protection Account tax revenue)		\$ 24,614,187
B.	State Subventions (Home Owners Property Tax Relief, Timber Yield tax, etc.)		500,000
C.	Local Property taxes		62,759,938
D.	Estimated excess Debt Service taxes		-
E.	Estimated Parcel taxes, Square Foot taxes, etc.		-
F.	Interest on proceeds of taxes		
G.	Local appropriations from taxes for unreimbursed State, court, and federal mandates		
H.	2016-17 Appropriations Subject to Limit		\$ 87,874,125

RESOLUTION NO. 16-21509

**A RESOLUTION OF THE GOVERNING BOARD
PALOMAR COMMUNITY COLLEGE DISTRICT
PALOMAR COLLEGE, SAN MARCOS, CALIFORNIA**

WHEREAS, California Government Code Section 53094 authorizes the governing board of a school district, by vote of two-thirds of its members, to render a city's zoning ordinance inapplicable to a proposed use of property by the school district for classroom facilities; and

WHEREAS, the Governing Board (the "Board") of the Palomar Community College District (the "District") deems it necessary and advisable to develop the Palomar Community College-South Education Center Project ("Project") on approximately 27-acre property located at 11111 Rancho Bernardo Road within the City of San Diego, for community college classroom facilities and related purposes; and

WHEREAS, the Property is located within the IP-2-1 (Industrial Park) zone of the City of San Diego; and

WHEREAS, the District deems it necessary and desirable to develop the Property for classroom uses and related facilities, and exercises its statutory right of exemption from local zoning ordinances applicable to the Property.

NOW, THEREFORE, THE GOVERNING BOARD OF THE PALOMAR COMMUNITY COLLEGE DISTRICT FINDS, DECLARES, AND RESOLVES AS FOLLOWS:

1. Any and all zoning ordinances of the City of San Diego otherwise applicable to the Property and the District's proposed use of said Property for classroom and related facilities are hereby declared to be inapplicable.
2. The Board shall notify the City of San Diego of its Resolution to render inapplicable the zoning ordinances for purposes of classroom facilities at the Property within ten (10) days of this Resolution.

The foregoing Resolution No.16-21509 was adopted by the Governing Board of the Palomar Community College District at a meeting of the Board held on June 14, 2016, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Mark Evilsizer
President, Governing Board
Palomar Community College District

Attest:

Nancy Chadwick, Board Secretary
Secretary of the Governing Board
Palomar Community College District

RESOLUTION NO. 16-21510**A RESOLUTION OF THE GOVERNING BOARD
PALOMAR COMMUNITY COLLEGE DISTRICT
PALOMAR COLLEGE, SAN MARCOS, CALIFORNIA**

WHEREAS, the Palomar Community College District ("District") proposes to construct and operate its proposed South Education Center campus (the "Project:") on property it owns in the southern part of the District at 11111 Rancho Bernardo Road, San Diego, California; and

WHEREAS, the purpose of the Project is to provide additional facilities and educational programming to meet existing and future demand of community college students within the District. The objectives of the proposed project are as follows:

- Locate an education center in the southern region of the District;
- Implement relevant goals and objectives of the PCCD 2022 Educational Master Plan 2010 Update, specifically Goal 5 which is to "Ensure that existing and future facilities support learning, programs, and services;" and Objective 5.3 which is to "Identify and purchase a site for future development of another Education Center in accordance with the Master Plan;"
- Provide a shared community resource with amenities for public use;
- Attract new students to the District through a well-defined academic program;
- Be self-sufficient/self-sustaining so as not to create a drain on the resources of the District;
- Utilize and repurpose an existing facility in order to maximize district resources;
- Provide high quality education and support services to the southern portion of the District;
- Develop a comprehensive education center campus experience that reflects its surrounding environment;
- Offer a broad-based curriculum supported by a class schedule that is convenient for students;
- Create the feel of a postsecondary campus by placing importance on support amenities, including those for learning resources, food services, and gathering places for students;
- Ensure that the facility maximizes the safety of the students, faculty and staff; and

WHEREAS, a 27-acre site, which is located at 11111 Rancho Bernardo Road, has been identified as being suitable for the Project. The Project consists of the conversion on an existing four-story, 110,000-square-foot building into a comprehensive community college education center; improvements to the existing parking structure; the construction of an approximately 1,200 foot-long looped road connecting the existing parking lot to the existing parking structure; the construction of minor drainage improvements; and installation of walkways, hardscape areas, and landscaping; and

WHEREAS, in compliance with the California Environmental Quality Act ("CEQA") and the Guidelines for Implementation of the California Environmental Quality Act (Cal. Code Regs., tit. 14, §§15000 *et seq.*, the "State CEQA Guidelines"), the District prepared and circulated a Notice of Preparation ("NOP") of an Environmental Impact Report for the Project from August 17, 2015, to September 17, 2015; and

WHEREAS, the District held a scoping meeting on the proposed Environmental Impact Report for the Project at the Poway Branch Public Library on August 26, 2015; and

WHEREAS, in response to the public scoping meeting and the NOP, a Draft Environmental Impact Report ("DEIR") for the proposed Project was prepared to analyze and evaluate the environmental effects of the Project in accordance with the requirements of and pursuant to CEQA and the State CEQA Guidelines; and

RESOLUTION NO. 16-21510

WHEREAS, on or about October 23, 2015, the District forwarded the DEIR to the State Clearinghouse for distribution to those agencies which have jurisdiction by law with respect to the Project, and sought the comments of such agencies; and

WHEREAS, the DEIR was circulated for public review and comment from October 23, 2015, to December 7, 2015; and

WHEREAS, written comments were received on the DEIR during its public review period; and

WHEREAS, to address the public and agency comments received on the DEIR, the DEIR was revised and recirculated for public review and comment from March 25, 2016, to May 9, 2016; and

WHEREAS, written comments were received on the recirculated DEIR during its public review period; and

WHEREAS, responses to those comments have been prepared and presented to this Board for its consideration as a part of the Final Environmental Impact Report ("Final EIR") for the Project; and

WHEREAS, the Final EIR, dated June 2016, consists of the DEIR, dated March 2016; the Recirculated DEIR, dated March 2016; and an Errata Sheet, dated June 2016. The Final EIR is attached hereto as Exhibit "A." The Final EIR includes all comments received during the public comment period, written responses to those comments, the technical appendices, and minor changes to the DEIR; and

WHEREAS, on June 7, 2016, the Board conducted a public workshop regarding the Project and the DEIR; and

WHEREAS, on June 14, 2016, the Final EIR was presented to and considered by this Board at a public hearing, following notice duly and regularly given as required by law, and all interested persons expressing a desire to comment thereon, or object thereto, were given the opportunity to do so; and

WHEREAS, by this Resolution, the District, as the lead agency under CEQA for preparing the Final EIR and the entity responsible for developing the Project, desires to comply with the requirements of CEQA and the State CEQA Guidelines for the consideration, adoption and use of the Final EIR by the lead agency in connection with the approval of the Project; and

WHEREAS, the Final EIR includes mitigation measures that reduce potentially significant impacts to a less than significant level; and

WHEREAS, California Public Resources Code Section 21081.6, requires this Board to adopt a reporting or monitoring program for the Project where mitigation measures are adopted in order to mitigate or avoid significant effects on the environment, and such a program is designed to insure compliance during Project implementation; and

WHEREAS, the "Mitigation Monitoring and Reporting Program" for the Project ("MMRP"), which has been presented to this Board and is attached hereto as Exhibit "B" and incorporated herein by reference, addresses mitigation measures identified in the Final EIR, with the exception of TRA-3, and fully complies with the requirements of California Public Resources Code Section 21081.6, and will ensure compliance with the mitigation measures identified in the Final EIR; and

WHEREAS, this Board has conducted a public hearing on the proposed Final EIR in accordance with law; and

WHEREAS, this Resolution sets forth the basis, following the public hearing, for certification of the Final EIR, approval of the CEQA Findings of Fact and Statement of Overriding Considerations, adoption of the MMRP, and approval of the Project; and

WHEREAS, it is in the best interests of the District to proceed with approval of the Project; and

RESOLUTION NO. 16-21510

WHEREAS, upon approval of this Resolution, the District shall be authorized to proceed with the Project in accordance with the substantive provisions set forth herein.

NOW, THEREFORE, THE GOVERNING BOARD OF THE PALOMAR COMMUNITY COLLEGE DISTRICT FINDS, DECLARES, AND RESOLVES AS FOLLOWS:

- Section 1.** The foregoing recitals are true and correct.
- Section 2.** The Governing Board hereby certifies that
- (A) the Final EIR has been completed in compliance with CEQA and the State CEQA Guidelines; and
 - (B) the Final EIR was presented to this Board and the Board has reviewed and considered the information contained in the Final EIR prior to approving the Project; and
 - (C) the Final EIR reflects the District's and this Board's independent judgment and analysis.
- Section 3.** The Board hereby incorporates into the Project all mitigation measures set forth in the Final EIR, with the exception of TRA-3, and authorizes and directs their implementation. The MMRP, prepared in compliance with the requirements of California Public Resources Code, Section 21081.6, and attached hereto as Exhibit "B," is hereby approved and adopted.
- Section 4.** The Board hereby makes the findings required by Section 21081 of the Public Resources Code and Section 15091 of the State CEQA Guidelines. Said findings are attached hereto as Exhibit "C," entitled "CEQA Findings of Fact and Statement of Overriding Considerations," and incorporated herein by this reference.
- Section 5.** The Board hereby finds that certain remaining significant unavoidable adverse environmental effects resulting from implementation of the Project have been identified in the Final EIR and such effects cannot be avoided or substantially lessened. Section 21081 of the Public Resources Code and Section 15093 of the State CEQA Guidelines require the Board to balance the benefits of the Project against its unavoidable adverse impacts in determining whether to approve the Project. The Board hereby finds that the benefits of the Project set forth in Exhibit "C," and incorporated herein by this reference, outweigh the remaining significant and unavoidable adverse environmental effect resulting from implementation of the Project, and such effects therefore are found to be "acceptable" within the meaning of the State CEQA Guidelines.
- Section 6.** The Office of the District's Assistant Superintendent/Vice President Finance and Administrative Services, located at 1140 W. Mission Road, San Marcos, CA 92069, is hereby designated as the custodian of the public record with respect to the Project.
- Section 7.** The proposed Project is approved, and District staff and consultants are authorized and directed to take all steps necessary or convenient to carry out the Project in accordance with the Final EIR, the CEQA Findings of Fact and Statement of Overriding Considerations, and the MMRP, subject to receiving final approvals and permits as may be necessary or convenient for the Project.
- Section 8.** The District's Superintendent/President, or his designee, is authorized and directed to file a Notice of Determination for the Project in accordance with CEQA and the State CEQA Guidelines.
- Section 9.** This Resolution shall take effect immediately upon its adoption.

RESOLUTION NO. 16-21510

The foregoing Resolution No. 16-21510 was adopted by the Governing Board of the Palomar Community College District at a meeting of the Board held on June 14, 2016, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Mark Evilsizer
President, Governing Board
Palomar Community College District

Attest:

Nancy Chadwick, Board Secretary
Secretary of the Governing Board
Palomar Community College District

EXHIBIT A - Final Environmental Impact Report (Final EIR) for the South Education Center Project and Errata to Final EIR, dated June 2016

EXHIBIT B - Mitigation Monitoring and Reporting Program

EXHIBIT C - CEQA Findings of Fact and Statement of Overriding Considerations

PALOMAR COMMUNITY COLLEGE DISTRICT SOUTH EDUCATION CENTER

Final Environmental Impact Report

SCH No. 2015081039

June 6, 2016

Prepared for



Palomar Community College District
San Marcos Campus
1140 West Mission Road
San Marcos, California 92069-1487

Prepared by



3570 Carmel Mountain Road, Suite 300
San Diego, California 92130

Contents

Acronyms	vi
Comments Received on the Recirculated Draft EIR and Responses.....	RTC-1
Attachment 1 Comments Received on the Draft EIR	
Mitigation, Monitoring, and Reporting Program	MMRP-1
Final Environmental Impact Report	
Executive Summary.....	S-1
Chapter 1 Introduction	1-1
1.1 Reader’s Guide to the Recirculated EIR.....	1-2
1.2 Notice of Preparation	1-3
1.3 Scope of the EIR.....	1-3
1.4 Draft EIR Public Review	1-4
1.5 Final EIR and EIR Certification	1-4
1.6 Incorporated by Reference	1-5
1.7 Document Organization	1-5
Chapter 2 Environmental Setting.....	2-1
2.1 Introduction.....	2-1
2.2 Project Location.....	2-1
2.3 Project Site Characteristics.....	2-1
2.4 Consistency with Applicable Regional and General Plans.....	2-2
Chapter 3 Project Description	3-1
3.1 Project Location.....	3-1
3.2 Project Background	3-1
3.3 Project Objectives	3-2
3.4 Proposed Project	3-3
3.5 Project Construction.....	3-12
3.6 Zoning Exemption.....	3-12
3.7 Project Approval.....	3-12
3.8 References.....	3-13
Chapter 4 Environmental Impact Analysis	4-1
4.1 Aesthetics	4.1-1
4.1.1 Existing Conditions	4.1-1
4.1.2 Regulatory Framework.....	4.1-6
4.1.3 Impacts and Mitigation	4.1-8
4.1.4 Cumulative Impacts.....	4.1-12
4.1.5 CEQA Checklist Items Deemed Not Applicable to the Project	4.1-12
4.1.6 References.....	4.1-13
4.2 Air Quality and Energy.....	4.2-1
4.2.1 Existing Conditions	4.2-1
4.2.2 Regulatory Framework.....	4.2-8

4.2.3	Impacts and Mitigation	4.2-16
4.2.4	Cumulative Impacts.....	4.2-23
4.2.5	CEQA Checklist Items Deemed Not Applicable to the Project	4.2-27
4.2.6	References.....	4.2-27
4.3	Biological Resources	4.3-1
4.3.1	Existing Conditions	4.3-1
4.3.2	Regulatory Framework.....	4.3-9
4.3.3	Impacts and Mitigation	4.3-12
4.3.4	Cumulative Impacts.....	4.3-17
4.3.5	CEQA Checklist Items Deemed Not Applicable to the Project	4.3-18
4.3.6	References.....	4.3-18
4.4	Greenhouse Gas Emissions	4.4-1
4.4.1	Existing Conditions	4.4-1
4.4.2	Regulatory Framework.....	4.4-8
4.4.3	Impacts and Mitigation	4.4-16
4.4.4	Cumulative Impacts.....	4.4-22
4.4.5	CEQA Checklist Items Found Not to be Significant	4.4-22
4.4.6	References.....	4.4-22
4.5	Hydrology and Water Quality.....	4.5-1
4.5.1	Existing Conditions	4.5-1
4.5.2	Regulatory Framework.....	4.5-4
4.5.3	Project Impacts and Mitigation	4.5-7
4.5.4	Cumulative Impacts.....	4.5-11
4.5.5	CEQA Checklist Items Deemed Not Applicable to the Project	4.5-12
4.5.6	References.....	4.5-14
4.6	Noise.....	4.6-1
4.6.1	Existing Conditions	4.6-1
4.6.2	Regulatory Framework.....	4.6-7
4.6.3	Impacts and Mitigation	4.6-11
4.6.4	Cumulative Impacts.....	4.6-19
4.6.5	CEQA Checklist Items Deemed Not Applicable to the Project	4.6-20
4.6.6	References.....	4.6-21
4.7	Paleontological Resources.....	4.7-1
4.7.1	Existing Conditions	4.7-1
4.7.2	Regulatory Framework.....	4.7-2
4.7.3	Impacts and Mitigation	4.7-3
4.7.4	Cumulative Impacts.....	4.7-9
4.7.5	CEQA Checklist Items Deemed Not Applicable to the Project	4.7-10
4.7.6	References.....	4.7-10
4.8	Transportation and Traffic	4.8-1
4.8.1	Existing Conditions	4.8-1
4.8.2	Regulatory Framework.....	4.8-11
4.8.3	Impacts and Mitigation	4.8-15
4.8.4	Cumulative Impacts.....	4.8-33

	4.8.5	CEQA Checklist Items Deemed Not Applicable to the Project	4.8-34
	4.8.6	References.....	4.8-34
Chapter 5		Other CEQA Considerations.....	5-1
	5.1	Effects Not Found to be Significant	5-1
	5.2	Growth Inducement	5-12
	5.3	Significant and Unavoidable Environmental Effects	5-13
	5.4	References.....	5-14
Chapter 6		Alternatives	6-1
	6.1	Project Objectives	6-1
	6.2	Alternatives Considered but Rejected.....	6-2
	6.3	Alternatives Analyzed.....	6-2
	6.4	No Project Alternative.....	6-2
	6.5	Second Access Road Alternative	6-5
	6.6	Reduced Project Alternative	6-7
	6.7	Bernardo Center Drive Alternative.....	6-9
	6.8	Environmentally Superior Alternative.....	6-12
	6.9	References.....	6-15
Chapter 7		EIR Preparers	7-1

Technical Appendices

Appendix A	Notice of Preparation and Comment Letters
Appendix B	Updated Geotechnical Investigation
Appendix C	Air Quality Technical Report
Appendix D	Biological Resources Technical Report
Appendix E	Greenhouse Gas Emissions Data Sheets
Appendix F	Noise Technical Report
Appendix G	Traffic Assessment of EIR Alternatives and Traffic Impact Analysis Report
Appendix H	Parking Impact Analysis

Tables

Table ES-1	Project Level Environmental Impacts and Mitigation Measures.....	S-5
Table ES-2	Summary of Cumulative Impacts.....	S-16
Table ES-3	Summary of Impacts for Alternatives Compared to the Proposed Project.....	S-17
Table 3-1	South Education Center Programmed Facilities and Spaces (Approximate).....	3-9
Table 4-1	Geographic Scope of Cumulative Impact Analysis.....	4-3
Table 4.2-1	Ambient Air Quality Standards	4.2-3
Table 4.2-2	Air Quality Monitoring Data.....	4.2-6
Table 4.2-3	Attainment Status for the San Diego Air Basin	4.2-7
Table 4.2-4	Maximum Daily Emissions Per Construction Activity	4.2-18
Table 4.2-5	Operation Maximum Daily Emissions.....	4.2-18
Table 4.2-5	Localized Carbon Monoxide Concentrations.....	4.2-20
Table 4.2-6	Estimated Annual Energy Consumption for the Proposed Project.....	4.2-23
Table 4.3-1	Vegetation Communities within the Property Boundary	4.3-2
Table 4.4-1	Atmospheric Lifetimes and Global Warming Potentials.....	4.4-2
Table 4.4-2	State of California GHG Emissions by Economic Sector (2012)	4.4-4
Table 4.4-3	City of San Diego GHG Emissions by Category (2010)	4.4-5
Table 4.4-4	City of San Diego CAP Emissions Inventory Summary	4.4-15
Table 4.4-5	Project-Related Estimated Construction GHG Emissions	4.4-18
Table 4.4-6	Project-Related Estimated Annual Operational GHG Emissions	4.4-19
Table 4.5-1	Beneficial Uses of Surface Waters and Groundwater	4.5-2
Table 4.5-2	Potential Pollutants Generated by Operational Activities.....	4.5-9
Table 4.6-1	Typical A-Weighted Noise Levels.....	4.6-1
Table 4.6-2	Existing Roadway Noise Levels	4.6-4
Table 4.6-3	Ambient Sound Level Measurements (dBA).....	4.6-5
Table 4.6-4	City of San Diego Noise and Land Use Compatibility Guidelines.....	4.6-9
Table 4.6-5	City of San Diego Exterior Noise Level Limits.....	4.6-10
Table 4.6-6	Near-Term + Project Traffic Noise Levels	4.6-16
Table 4.6-7	Future (Year 2035) Traffic Noise Levels	4.6-17
Table 4.6-8	Cumulative Traffic Noise Impacts	4.6-20
Table 4.7-1	City of San Diego Grading Thresholds for Required Monitoring	4.7-4
Table 4.8-1	Existing Traffic Volumes.....	4.8-4
Table 4.8-2	Freeway Segment LOS Definitions.....	4.8-7
Table 4.8-3	Existing Intersection Operations.....	4.8-8
Table 4.8-4	Existing Street Segment Operations	4.8-9
Table 4.8-5	Existing Freeway Segment Operations	4.8-9
Table 4.8-6	Existing Ramp Meter Operations.....	4.8-10
Table 4.8-7	Traffic Impact Significance Thresholds	4.8-16
Table 4.8-8	Trip Generation Summary	4.8-18
Table 4.8-9	Opening Day Intersection Operations	4.8-20
Table 4.8-10	Opening Day Roadway Segment Operations.....	4.8-21
Table 4.8-11	Opening Day Freeway Segment Operations.....	4.8-22
Table 4.8-12	Opening Day Freeway Ramp Meter Operations.....	4.8-22
Table 4.8-13	Long-Term Intersection Operations.....	4.8-27
Table 4.8-14	Long-Term Roadway Segment Operations	4.8-28

Table 5-1	Peak Ground Acceleration at Project Site from Regional Active Faults.....	5-4
Table 6-1	Summary of Impacts for Alternatives Compared to the Proposed Project	6-12
Table 6-2	Ability of Alternatives to Meet Project Objectives	6-13

Figures

Figure 2-1	Regional Location.....	2-3
Figure 2-2	Project Areas.....	2-4
Figure 3-1	Site Plan	3-4
Figure 3-2	First Floor Building Plan	3-5
Figure 3-3	Second and Third Floors Building Plan.....	3-6
Figure 3-4	Fourth Floor Building Plan	3-7
Figure 3-5	Conceptual Building Design, West Facing.....	3-8
Figure 4.1-1	Key Vantage Points	4.1-3
Figure 4.1-2	Key Vantage Points	4.1-5
Figure 4.3-1	Vegetation Communities	4.3-3
Figure 4.6-1	Noise Measurement Location.....	4.6-6
Figure 4.6-2	Noise Receptor Location	4.6-13
Figure 4.8-1	Existing Traffic Volumes	4.8-3
Figure 4.8-2	Project Traffic Distribution.....	4.8-5
Figure 4.8-3	Opening Day with Project Traffic Volumes	4.8-19
Figure 4.8-4	Year 2035 Without Project Traffic Volumes	4.8-25
Figure 4.8-5	Year 2035 With Project (Maximum Enrollment) Traffic Volumes	4.8-26
Figure 6-1	Bernardo Center Drive Alternative	6-9

Acronyms

µg/m ³	Micrograms per Cubic Meter
A.D.	Anno Domini
ADA	Americans with Disabilities Act
ADT	Average Daily Trips
AMR	American Medical Response
AQIP	Air Quality Improvement Plan
ARRA	American Recovery and Reinvestment Act
ASHRAE	American Society of Heating, Refrigerating and Air Conditioning Engineers
ASTs	Aboveground Storage Tanks
B.P.	Before Present
BMPs	Best Management Practices
BTU	British Thermal Units
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standard
CAFÉ	Corporate Average Fuel Economy
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
CFG	California Fish and Game [Code]
CFR	Code of Federal Regulations
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CWA	Clean Water Act
DAR	Direct Access Ramp
DSA	Division of State Architect
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act of 2007
ESA	Endangered Species Act
GHG	Greenhouse Gas
HCM	Highway Capacity Manual
HOV	High Occupancy Vehicle
I-	Interstate
IEPR	Integrated Energy Policy Report
kWH	kilowatt hours

LEDs	light-emitting diodes
LOS	Level of Service
MBTA	Migratory Bird Treaty Act
mg/m ³	Milligrams per Cubic Meter
MMRP	Mitigation Monitoring and Reporting Program
mpg	miles per gallon
mph	miles per hour
MSCP	Multiple Species Conservation Program
MTS	Metropolitan Transit System
MWh	megawatt-hour
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Community Conservation Planning
NOI	Notice of Intent
NOP	Notice of Preparation
NO _x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NSLU	Noise Sensitive Land Uses
OEHHA	California Office of Environmental Health Hazard Assessment
OHWM	Observable Ordinary High Water Mark
pc/hr/ln	per hour per lane
PDF	Project Design Features
PeMS	[Caltrans] Performance Measurement System
PM ₁₀	Course particulate matter with an aerodynamic diameter of 10 microns
PM _{2.5}	Fine particulate matter with an aerodynamic diameter of 2.5 microns
ppb	Parts Per Billion
ppm	Parts per Million
PV	Photovoltaic
RAQS	Regional Air Quality Strategy
RCP	Regional Comprehensive Plan
RFS	Renewable Fuel Standard
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAM	Site Assessment and Mitigation
SANDAG	San Diego Association of Governments
SARA	Superfund Amendments and Reauthorization Act
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas & Electric

SEMS	Standardized Emergency Management System
SF	square foot
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigations and Cleanup
SMARA	Surface Mining and Reclamation Act
SQG	Small Quantity Generator
SR-	State Route
SRA	Scientific Resources Associates
STA	State Transit Assistance
STIP	Statewide Transportation Improvement Program
SUHSD	Sweetwater Union High School District
SUSMP	Standard Urban Storm Water Mitigation Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SWWG	Southwest Working Group
TACs	Toxic Air Contaminants
TDA	Transportation Development Act
TDS	Total Dissolved Solids
TFA	Transit Focus Area
THD	Thematic Historic Preservation District
TMP	Traffic Monitoring Program
TNW	Traditional Navigable Water
TPHg	Total Petroleum Hydrocarbons in the Gasoline Range
TRB	Transportation Research Board
TWLTL	two-way left-turn lane
UBC	Uniform Building Code
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
USTs	Underground Storage Tanks
UWMP	Urban Water Management Plan
V/C	volume to capacity
VdB	Vibration Decibels
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compounds
WTDIF	Western Transportation Development Impact Fee
WURMP	Watershed Urban Runoff Management Program
ZEV	Zero Emission Vehicle

PALOMAR COMMUNITY COLLEGE DISTRICT SOUTH EDUCATION CENTER RECIRCULATED DRAFT EIR COMMENTS, RESPONSES AND REVISIONS

Introduction

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, a Recirculated Draft Environmental Impact Report (DEIR) was prepared by the Palomar Community College District (PCCD) for the proposed PCCD South Education Center EIR (SCH #2015081039). A DEIR for the proposed project was previously circulated for public review between October 23, 2015 and December 7, 2015. Comments received during this review period are provided in Attachment 1 following this section. According to CEQA Guidelines Section 15088.5(f) (3), the comments received on the prior Draft EIR would become part of the administrative record, but written responses to those comments are not required. PCCD determined that additional analysis relating to Air Quality and Energy; Greenhouse Gas Emissions; Noise, Transportation, Traffic, and Parking; and Alternatives was required based on comments received during the initial review of the DEIR. The DEIR was recirculated to the Governor's Office of Planning and Research State Clearinghouse for a 45-day public review period beginning on March 25, 2016 and ending on May 11, 2016. During that time, the document was reviewed by various state and local agencies, as well as by interested individuals and organizations. A letter was received from the Governor's Office of Planning and Research indicating that the State Clearinghouse submitted the DEIR to selected state agencies for review. Written comments were received from the following agencies United States Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), California Department of Transportation (Caltrans) District 11, California Department of Toxic Substance Control, San Diego Metropolitan Transportation System (MTS), and the City of San Diego. Written comments were also received from 54 individuals or groups. All comments received by PCCD have been fully addressed in written responses. The public review comments and PCCD's corresponding responses are provided at the end of this section. Per CEQA Guidelines Section 15088.5(f) (3), the comments received on the prior DEIR are included in Attachment 1 and are part of the administrative record. However, written responses to those comments are not required.

This Final EIR includes the following items as required in Section 15132 of the State CEQA Guidelines

- The DEIR or a revision of the draft;
- Comments and recommendations received on the DEIR;

- List of persons, organizations and public agencies commenting on the DEIR;
- Responses of the lead agency to significant environmental points raised in the review; and
- Any additional information considered pertinent by the lead agency.

Revisions to the Draft EIR

The Final EIR includes minor text and graphical clarifications to the DEIR as a result of the comments received during the public review period. Material added or deleted to the DEIR and technical reports are identified in tracking mode in the Final EIR (~~strikeout~~ for deletion/underline for insertion), so that the original and revised text may be compared.

The clarifications to the EIR do not result in any new significant environmental impacts, an increase in the severity of previously identified project impacts, or new feasible project alternatives or mitigation measures that are considerably different from others previously analyzed. Therefore, these clarifications do not trigger recirculation of the EIR, per Section 15088.5 of the CEQA Guidelines.

Draft EIR Comments and Responses

The written comments provided on the following pages were submitted to PCCD during the public review period for the PCCD South Education Center Recirculated DEIR (SCH No. 2015081039) dated March 25, 2016. All comment letters received were individually numbered, as indicated below in the Comment Letter Index. Responses to each comment are provided after the appropriate comment letter. Some comment letters received during the DEIR public review period contained comments that resulted in changes to the Final EIR text.

Comment Letter Index

Letter S1	California Governor's Office of Planning and Research State Clearinghouse	4
Letter S2	California Department of Fish and Wildlife	7
Letter S3	California Department of Transportation, District 11	10
Letter S4	California Department of Toxic Substances Control.....	13
Letter L1	City of San Diego Planning Department	19
Letter L2	Metropolitan Transit System	36
Letter I1	San Diego Archaeological Society.....	41
Letter I2	Aaron.....	42
Letter I3	Katherine Albitz.....	43
Letter I4	Judith Allison.....	45
Letter I5	Ivana Alter.....	48
Letter I6	Senator Joel Anderson, District 38.....	49
Letter I7	A. Ann.....	50
Letter I8	Penny Bauder.....	53
Letter I9	Douglas Bazler.....	56
Letter I10	Marilyn Bazler	57
Letter I11	Susan Billings.....	58
Letter I12	Greg Birch	60
Letter I13	Elena Brandstein	61
Letter I14	Nancy Canfield	63

Letter I15	Luke Chen.....	65
Letter I16	George Chial.....	67
Letter I17	Doug Clark.....	68
Letter I18	Marijo Clemons.....	70
Letter I19	Susan Crane	73
Letter I20	Gerald Cunningam	74
Letter I21	Elaine Ford	77
Letter I22	C.A. Ghrer.....	80
Letter I23	Denis & Danielle Grady	82
Letter I24	Elizabeth Gutschow	85
Letter I25	Beverly Libby Ha.....	88
Letter I26	Dave Hunt	89
Letter I27	Katie Hunter.....	91
Letter I28	Nancy Hylbert	92
Letter I29	I Jankowsky	92
Letter I30	Shari Johnson, U.S. Army Corps of Engineers	93
Letter I31	Mike Kaine	94
Letter I32	Robin Kaufman, RBCC	95
Letter I33	Councilmember Mark Kersey	97
Letter I34	Heather Kingery	99
Letter I35	Nissi Little.....	100
Letter I36	Merri Lopez-Keifer, San Luis Rey Band of Mission Indians	101
Letter I37	Rancho Bernardo Community Planning Board	103
Letter I38	Carina Martin	107
Letter I39	Emily Medico	108
Letter I40	Marina Merrigan.....	110
Letter I41	Terry Norwood.....	111
Letter I42	Dan O'Mahoney	114
Letter I43	Tim Pettit	115
Letter I44	Lynanne Reed.....	116
Letter I45	Supervisor Dave Roberts.....	119
Letter I46	Isabelle Roy-Fogarty.....	123
Letter I47	Dan Schmitzer	125
Letter I48	Allison Searcy	127
Letter I49	Justin Searcy.....	130
Letter I50	Jan & Joe Semerad	133
Letter I51	Beth Siesel.....	135
Letter I52	Jennifer Stavros.....	138
Letter I53	Nancy Steele	139
Letter I54	Frances Thomas	141
Letter I55	Eric Weller.....	144

Letter S1 California Governor's Office of Planning and Research State Clearinghouse



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

May 12, 2016

Dennis D. Astl
Palomar Community College District
2554 Sweetwater Springs Boulevard
San Marcos, CA 92069-1487

Subject: Palomar Community College District South Education Center
SCH#: 2015081039

Dear Dennis D. Astl:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on May 11, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

S1-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Document Details Report State Clearinghouse Data Base

SCH# 2015081039
Project Title Palomar Community College District South Education Center
Lead Agency Palomar Community College District

Type EIR Draft EIR

Description The proposed project would establish the PCCD South Education Center by converting the existing four-story, 110,000 sf building into a comprehensive community college education center; make improvements to the existing parking structure; erect a new 1,000 sf free-standing PCCD campus police facility; construct an approximately 1,238 foot-long looped road connecting the existing parking lot to the existing parking structure; construct drainage improvements; and install walkways, hardscape areas, and landscaping.

Lead Agency Contact

Name	Dennis D. Astl		
Agency	Palomar Community College District		
Phone	760 744 1150 x2772	Fax	
email			
Address	2554 Sweetwater Springs Boulevard		
City	San Marcos	State	CA
		Zip	92069-1487

Project Location

County	San Diego
City	San Diego
Region	
Lat / Long	33° 1' 22.6" N / 117° 5' 19" W
Cross Streets	I-15
Parcel No.	various
Township	

Range

Section

Base

Proximity to:

Highways	I-15
Airports	
Railways	
Waterways	Lake Hodges
Schools	Various
Land Use	Various

Project Issues Aesthetic/Visual; Air Quality; Biological Resources; Drainage/Absorption; Noise; Schools/Universities; Traffic/Circulation; Water Quality; Geologic/Seismic; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 11; Air Resources Board; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission

Date Received	03/28/2016	Start of Review	03/28/2016	End of Review	05/11/2016
----------------------	------------	------------------------	------------	----------------------	------------

Response to Letter S1

- S1-1** This comment letter states that the Governor's Office of Planning and Research (OPR) submitted the DEIR to selected state agencies for review. The letter also confirms that the DEIR public review period closed on May 11, 2016 and includes a list of agencies that received the EIR. No further response is necessary.

Letter S2 California Department of Fish and Wildlife

State of California – Natural Resources Agency
 DEPARTMENT OF FISH AND WILDLIFE
 South Coast Region
 3883 Ruffin Road
 San Diego, CA 92123
 (858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
 CHARLTON H. BONHAM, Director



April 28, 2016

Mr. Dennis D. Astl
 Palomar Community College District
 2554 Sweetwater Springs Boulevard
 San Marcos, CA 92069-1487
dastl@palomar.edu

Subject: Comments on the Recirculated Draft Environmental Impact Report for the Palomar Community College District South Education Center SCH#2015081039

Dear Mr. Astl:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Palomar Community College District (District) South Education Center Recirculated Draft Environmental Impact Report (RDEIR). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.* The Department also administers the Natural Community Conservation Planning (NCCP) program.

The proposed project would establish the District South Education Center on the 27-acre property located at 11111 Rancho Bernardo Road. The proposed project would convert the existing four-story, 110,000-square foot building into a comprehensive community college education center and campus police facility and construct a new 1,200-foot long loop road. In addition, the project would implement drainage improvements and install walkways and landscaping. Additional sources of security lighting would be installed in the parking lots, on buildings, along the new roadway, and in new landscape areas. Conversion of the existing building would include construction of three four-story stairwells and interior tenant improvements.

S2-1

The Department offers the following comments and recommendations to assist the District in avoiding or minimizing potential project impacts on biological resources.

Section 3.2.2 of the RDEIR states that a previous mitigated negative declaration was prepared by the city of San Diego for the project site. The Department recommends the final EIR include a detailed accounting for any prior mitigation completed to compensate for impacts resulting from prior construction on the project site and an explanation of how any prior mitigation qualifies for the current project given any temporal loss of habitat availability to wildlife. On site habitat delineated as non-native grassland should be recognized as potential foraging habitat for raptor species. Although the loss of 5.47 acres of this habitat is indicated in the RDEIR, there is no proposal for mitigation. The RDEIR states that the habitat is of very low quality and biological function. However, habitats of limited value for nesting may be important for foraging

S2-2

Mr. Dennis D. Astl
Palomar Community College District
April 28, 2016
Page 2 of 2

by predatory species. Cumulatively, raptor foraging habitat loss may be significant, and impacts to this resource warrant mitigation. The Department, therefore, recommends that any project-related impacts to non-native grassland that have not been previously mitigated be mitigated at a loss ratio of at least 0.5:1.

**S2-2
cont.**

We appreciate the opportunity to comment on the referenced RDEIR. Questions regarding this letter and further coordination on these issues should be directed to Eric Hollenbeck at (858) 467-2720 or Eric.Hollenbeck@wildlife.ca.gov.

S2-3

Sincerely,



Gail K. Sevens
Environmental Program Manager
South Coast Region

cc: Patrick Gower (U.S. Fish and Wildlife Service)
Scott Morgan (State Clearinghouse)

Response to Letter S2

- S2-1** This comment is introductory in nature and no further response is necessary.
- S2-2** A total of 12.6 acres of open space including natural vegetation communities on the southern slopes of the project site were avoided with prior approval of the Rancho Bernardo Industrial Park Lot 11 – Project No. 1096 (Vesting Tentative Map No. 2259, Planned Development Permit No. 196193, and Site Development Permit No. 2260). This included an undeveloped 8.9 acre parcel and an undeveloped 3.72 acre site with recorded conservation/open space easement. Protected open space areas on the site include approximately 6.6 acres of coastal sage scrub, 2.7 acres of southern mixed chaparral, and 0.6 acre of perennial native grassland. New development associated with the proposed project would not encroach on existing adjacent conservation easement. This information will be added to Section 4.3.1.2 of the EIR.
- S2-3** This comment provides closing comments and does not raise a significant environmental issue for which a response is required.

Letter S3 California Department of Transportation, District 11

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING

4050 TAYLOR ST, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

TTY 711

www.dot.ca.gov



*Serious drought.
Help save water!*

April 19, 2016

11-SD-15

PM 23.68

South Education Center

TIS SCH#2015081039

Mr. Dennis Astl
Palomar Community College District
2554 Sweetwater Springs Boulevard
San Marcos, CA 92069-1487

Dear Mr. Astl:

The California Department of Transportation (Caltrans) has received the revised Traffic Impact Study (TIS) as part of the Draft Environmental Impact Report (DEIR) for the South Education Center Project (SCH# 2015081039), dated October 23, 2015, located on Rancho Bernardo Road near Interstate 15 (I-15). Caltrans previously commented on the TIS dated July 31, 2015 and responded November 5, 2015. Caltrans has further comments at this time. **S3-1**

If you have any questions, please contact Roy Abboud at (619) 688-6968.

Sincerely,

A handwritten signature in black ink, appearing to read "JMA", written over the typed name.

JACOB M. ARMSTRONG, Branch Chief
Development Review Branch

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING

4050 TAYLOR ST, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

TTY 711

www.dot.ca.gov



*Serious drought.
Help save water!*

November 5, 2015

11-SD-15

PM 23.68

South Education Center

TIS SCH#2015081039

Mr. Dennis Astl
Palomar Community College District
2554 Sweetwater Springs Boulevard
San Marcos, CA 92069-1487

Dear Mr. Astl:

The California Department of Transportation (Caltrans) has received the Traffic Impact Study (TIS) as part of the Draft Environmental Impact Report (DEIR) for the South Education Center Project (SCH# 2015081039), dated July 31, 2015, located on Rancho Bernardo Road near Interstate 15 (I-15). Caltrans has the following comments:

S3-2

The proposed project is located in the City of San Diego, and approximately 0.8 miles west of Interstate 15 (I-15) on the southeast corner of the Rancho Bernardo Road/Matinal Road intersection. Based on the report, 3470 full-time equivalent students (FTES) could be accommodated by the education center, and the proposed project will generate approximately 1910 ADT with 159 inbound, 32 outbound trips in the AM Peak Hours, and 160 inbound, 50 outbound in the PM Peak Hours.

S3-3

A daily trip generation of 0.55 trips per student as stated in Section 8.1 Trip Generation appears too low. SANDAG Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region shows 1.2/student which should increase the traffic volumes for this proposed College Education Center.

S3-4

It was also stated in the trip generation section that the education center would function differently and the characteristics are unique. Please explain.

S3-5

If you have any questions, please contact Roy Abboud at (619) 688-6968.

Sincerely,

JACOB M. ARMSTRONG, Branch Chief
Development Review Branch

Response to Letter S3

- S3-1** The comment letter indicates that Caltrans has no further comments. No further response is necessary.
- S3-2** This comment acknowledges the commenter received the previously circulated DEIR on July 31, 2015. No further response is necessary.
- S3-3** This comment discusses some of the assumptions used in the traffic analysis. Note that the information that is cited in this comment letter from the previously circulated DEIR is outdated and has been revised. See Section 3.4.1 of the DEIR for a discussion of FTES. See Table 4.8-4 in Section 4.8 of the DEIR for a discussion of ADT. No further response necessary.
- S3-4** The EIR traffic analysis was revised using the SANDAG trip generation rate of 1.2 trips per student for a community college land use, as shown in the Final EIR. See Section 4.8.3.1 for discussion regarding trip per student generation rate. No further response necessary.
- S3-5** The trip generation analysis has been revised to be consistent with the SANDAG trip generation rate of 1.2 trips per student for a community college. See Section 4.8.3.1 for discussion regarding trip per student generation rate. No further response required.

Letter S4 California Department of Toxic Substances Control

Matthew Rodriguez
Secretary for
Environmental Protection



Department of Toxic Substances Control

Barbara A. Lee, Director
5796 Corporate Avenue
Cypress, California 90630



Edmund G. Brown Jr.
Governor

May 2, 2016

Mr. Dennis D. Astl
Palomar Community College District
2554 Sweetwater Springs Boulevard
San Marcos, California 92069-1487

DRAFT ENVIRONMENTAL IMPACT REPORT FOR PALOMAR COMMUNITY
COLLEGE DISTRICT, SOUTH EDUCATION CENTER, 11111 RANCHO BERNARDO
ROAD, SAN DIEGO, CALIFORNIA (SCH# 2015081039)

Dear Mr. Astl:

The Department of Toxic Substances Control (DTSC) has reviewed the Draft Environmental Impact Report for the subject project. The proposed project would (1) convert the existing four story, 110,000-square foot building into a comprehensive community college center; (2) construct a new 1,200-foot long loop road, (3) implement drainage improvements and (4) install walkways, hardscape areas and landscaping. DTSC's comments are as follows:

S4-1

1. An existing building would be converted to a college center. Building modernization may be needed and DTSC recommends the potential health concerns associated with former building materials be addressed if the existing building was built prior to 1980. See attached DTSC's Community Update, School Modernization – Environmental Guidance & Resources, dated February 2016.

S4-2

2. If the existing site buildings were constructed prior to 1978, lead-based paint and organochlorine pesticides (from termiticide applications) may be potential environmental concerns at the site. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with DTSC's *Interim Guidance, Evaluation of School Sites with Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochlorine Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers*, dated June 9, 2006 and . A copy can be accessed at <https://www.dtsc.ca.gov/Schools/SchoolsAdvGuidance.cfm>.

S4-3

Dennis D. Astl
May 2, 2016
Page 2

3. If the site was previously used for agricultural purposes, pesticides (DDT, DDE, toxaphene) and fertilizers (usually containing heavy metals) commonly used as part of agricultural operations are likely to be present. These agricultural chemicals are persistent and bio-accumulative toxic substances. DTSC recommends that these environmental concerns be investigated and possibly mitigated, in accordance with the *"Interim Guidance for Sampling Agricultural Soils (Third Revision)"*, dated August 2008 (<https://www.dtsc.ca.gov/Schools/SchoolsAdvGuidance.cfm>). This guidance should be followed to sample agricultural properties where development is anticipated.

S4-4

DTSC is also administering the Cleanup Loans and Environmental Assistance to Neighborhoods (CLEAN) Program which provides low-interest loans to investigate and cleanup hazardous materials at properties where redevelopment is likely to have a beneficial impact to a community. These loans are available to developers, businesses, schools, and local governments.

S4-5

For additional information on DTSC's School process or CLEAN Program, please visit DTSC's web site at www.dtsc.ca.gov. If you would like to discuss this matter further, please contact Ms. Chia Rin Yen at 714-484-5417 or ChiaRin.Yen@dtsc.ca.gov.

Sincerely,



Yolanda Garza
Unit Chief
Schools Evaluation and Brownfields Cleanup Branch
Brownfields and Environmental Restoration Program

Enclosure

cc: See next page.

Dennis D. Astl
May 2, 2016
Page 3

cc: (via e-mail)

State Clearinghouse
Office of Planning and Research
state.clearinghouse@opr.ca.gov

Mr. Michael O'Neill
Department of Education – Sacramento, CA
moneill@cde.ca.gov

John Gordon
Department of Education – Sacramento, CA
jgordon@cde.ca.gov

Mr. Dave Kereazis
Office of Planning and Environmental Analysis
Dave.Kereazis@dtsc.ca.gov

Ms. Rana Georges
Schools Evaluation and Brownfields Cleanup Branch
Rana.Georges@dtsc.ca.gov

Ms. Chia Rin Yen
Schools Evaluation and Brownfields Cleanup Branch
ChiaRin.Yen@dtsc.ca.gov

COMMUNITY UPDATE

The mission of DTSC is to protect California's people and environment from harmful effects of toxic substances by restoring contaminated resources, enforcing hazardous waste laws, reducing hazardous waste generation, and encouraging the manufacture of chemically safer products.

School Modernization – Environmental Guidance & Resources

The Department of Toxic Substances Control (DTSC) exercises its regulatory authority at a school property when a release or threatened release of a hazardous substance has occurred. To assist school districts, DTSC developed this brochure to describe the federal and state regulatory requirements, and best management practices that should be complied with to ensure renovated school buildings provide a safe and healthy environment. For more information about state environmental requirements for schools, please view DTSC's website at:

<http://www.dtsc.ca.gov/Schools/index.cfm>

Federal and state agencies provide guidance and resources for the safe management of hazardous materials commonly present in older schools. Typical hazardous materials found in schools constructed, or renovated between 1950 and 1980 include friable asbestos containing materials, lead based paint, pesticides and polychlorinated biphenyls. DTSC encourages school districts conducting routine repair and modernization work at older schools to contact the appropriate federal and state agencies to ensure full compliance with specific requirements for proper management and disposal of hazardous materials and potentially hazardous construction and demolition debris.

DTSC's professional staff is available to provide school districts regulatory guidance and cleanup oversight through its Schools Program. Regulatory and technical consultation with DTSC is recommended through Voluntary Cleanup Agreements or other mechanisms. Additional information is available at DTSC's website:

<http://www.dtsc.ca.gov/Schools/SchoolsFAQS.cfm>

Asbestos

Commercial use of asbestos in the United States began in the early 1900s. Asbestos-containing-material (ACM) was used to create numerous products, including insulation, acoustic ceiling tiles and fireproofing. Use of ACM was prevalent in school buildings constructed after World War II until the late 1970s. The United States Environmental Protection Agency (USEPA) estimates ACM is present in most of the nation's primary, secondary and charter schools.

Under the Asbestos Hazard Emergency Response Act (AHERA - Public Law 99-519) all non-profit elementary and secondary schools, both public and private, are required to inspect their school buildings for ACM, prepare management plans and take action to prevent and/or reduce friable asbestos hazards.

USEPA provides guidance on implementation of the AHERA Rule and School Asbestos Management Plans. Existing federal regulations require school districts properly test, manage and dispose of ACM that contains friable asbestos.

<https://www2.epa.gov/asbestos/school-buildings>

The California Department of Education's website provides information to determine the need for abatement of friable or potentially friable asbestos at schools. Please view at: <http://www.cde.ca.gov/ls/fa/hs/>

Lead Based Paint

School buildings constructed prior to 1978 are likely to contain lead based paint. However, surplus lead based paint was still used for more than a decade after it was banned in 1978. The California Lead-Safe Schools Protection Act (California

Department of Toxic Substances Control – Fact Sheet

February 2016

COMMUNITY UPDATE

The mission of DTSC is to protect California's people and environment from harmful effects of toxic substances by restoring contaminated resources, enforcing hazardous waste laws, reducing hazardous waste generation, and encouraging the manufacture of chemically safer products.

Education Code, Section 32240-32245) requires lead based paint hazards be minimized in the course of school repair and maintenance programs, and abatement procedures. School districts' adherence to these regulations will prevent or eliminate the potential for children's exposure to lead based paint contaminated dust and soil.

USEPA provides comprehensive information about the health effects caused by exposure to lead based paint, and options for safe management and removal. Please see USEPA's website at: www.epa.gov/lead

Pesticides

The Healthy Schools Act of 2000 (Assembly Bill 2260) established requirements for pesticide application at public K-12 schools and licensed child day care facilities. The law includes right-to-know, posting, recordkeeping and reporting requirements for pesticides applied at schools. To comply with the Healthy Schools Act, the California Department of Pesticide Regulation (DPR) requires schools develop an integrated pesticide management plan (IPM). Please see DPR's School IPM webpage for additional information and resources:

<http://apps.cdpr.ca.gov/schoolipm/main.cfm>

Polychlorinated Biphenyls (PCBs)

PCBs have been detected in building materials and soil at schools that were constructed or renovated between 1950 and 1980. During that era, use of PCBs in building materials was common practice at school buildings constructed nationwide. PCBs were commonly used in numerous types of building materials, including caulk, adhesives, paint, cement, grout, window glazing, sealants, wood floor finishes, and fluorescent light ballasts. Weathered PCB contaminated building materials may result in their release to the school environment. Students and staff may be exposed to PCBs through inhalation (vapors or air borne dust); and ingestion (contaminated dust or soil).

DTSC recommends school districts address potential sources and exposure to PCBs from building materials prior to conducting modernization work at older schools. For additional information regarding the assessment, management, and safe removal and disposal of PCB contaminated building materials at schools, please view USEPA's website at: <http://www3.epa.gov/epawaste/hazard/tsd/pcbs/pubs/caulk/>

State and Federal Agencies Promoting Healthy Schools

The California Department of Education's Health and Safety website provides extensive information regarding the safe management of asbestos in school buildings, lead hazards in California's public elementary schools and child care centers, PCB's in caulking and light ballasts, and integrated pest management. Please find the following link for the California Department of Education's website: <http://www.cde.ca.gov/ls/fa/hs/>

USEPA's Healthy School Environments Program is designed to provide access to the many programs and resources available to help prevent and resolve environmental issues in schools.

Additionally, USEPA has developed a "Sensible Guide for Healthier School Renovations – Key Environmental Considerations When Renovating Schools and Childcare Facilities."

To learn more, please visit USEPA's website at: www.epa.gov/schools.

Response to Letter S4

- S4-1** This comment is introductory in nature and no further response is necessary.
- S4-2** As described in Section 3.2.2 of the EIR, construction of one of the three 110,000 square-foot office buildings, the parking structure, a portion of the surface parking areas, and designation of the open space easement occurred in 2009. As such, no further action is required for building modernization or addressing health concerns related to former building materials.
- S4-3** See response to comment S4-2.
- S4-4** The project site was not previously used for agricultural purposes and no agricultural chemicals are present on site. As described in the Geotechnical Report provided in Appendix B of the DEIR, the site was previously graded in two phases between October 1999 and June of 2009, which resulted in the current graded configuration. The existing soil and geologic conditions on the site primarily include previously placed fill materials with compacted depths that range from 12-14 feet and in excess of 40 feet near the top of the northern slope of the project site.
- S4-5** This comment provides closing comments and does not raise a significant environmental issue for which a response is required.

Letter L1 City of San Diego Planning Department**Planning Department**

May 9, 2016

VIA EMAIL TO: dastl@palomar.edu

Mr. Dennis Astl
 Palomar Community College District
 1140 West Mission Road
 San Marcos, CA 92069-1487

Reference/Subject: City of San Diego Comments on the Recirculated Draft EIR for Palomar Community College District South Education Center (SCH# 2015081039)

Dear Mr. Astl:

The City of San Diego ("City") has received the Recirculated Draft Environmental Impact Report (EIR) prepared by the Palomar Community College District ("District") and distributed it to multiple City departments for review. The City, as a Responsible Agency under CEQA, has reviewed the Draft EIR and appreciates this opportunity to provide comments to the District.

In response to this request for public comments, the City has identified potential environmental issues that may result in a significant impact to the environment that have not been adequately addressed in the Draft EIR. The City's main concerns are related to the transportation and traffic analysis, a concern previously raised in our December 2015 letter, and the greenhouse gas emissions analysis. A call was made to the District consultant, Atkins, in late April 2016, to discuss comments prior to the preparation of this letter. No return call has been received as of this time.

L1-1

In summary, City staff does not support the inclusion of a new bus stop on campus as part of a traffic mitigation measure to help alleviate peak hour congestion in the area. The Metropolitan Transit System (MTS), in their letter dated April 26, 2016, confirmed that they do not have any plans or funding to extend bus services to the campus. Refer to Attachment B for a copy of the MTS letter in question. Additionally, the project should not rely on available on-street parking in adjacent neighborhoods. This comment was raised in our previous comment letter and could result in adverse indirect impacts associated with noise and traffic that are not analyzed within this Draft EIR. Such indirect impacts must be analyzed as potential significant environmental effects of the project as discussed in CEQA Guidelines Section 15126.2.

L1-2

The greenhouse gas emissions analysis in your Draft EIR incorrectly relies on Draft Significance Thresholds posted on the City's website in 2013, which were included with the Draft Climate Mitigation & Adaptation Plan (CMAP). The draft CMAP was never adopted and therefore the referenced significance thresholds are not applicable in this context. This discussion and analysis for GHG emissions is flawed and inadequate.

L1-3

Page 2
 Palomar Community College District
 May 9, 2016

The City believes that the Draft EIR should be revised to address the changes in mitigation measures proposed for traffic and to provide for an adequate analysis of impacts related to GHG emissions. Furthermore, per CEQA section 15088.5, the City is requesting that the Draft EIR be recirculated for public review following the inclusion of this information as it will be significant new information and that meaningful public review and comment on these issues was precluded due to the inadequate nature of the analysis and proposed mitigating measure.

L1-4

The City's Development Services, Planning, and Transportation and Storm Water Departments have provided detailed comments, which are reflected in Attachment A.

Thank you for the opportunity to provide comments on the Draft EIR. Please contact Alyssa Muto, Deputy Director at AMuto@sandiego.gov or via phone at 619-533-3103 if there are any questions regarding the contents of this letter or if the District would like to meet with City staff to discuss our comments.

L1-5

Sincerely,



Jeff Murphy
 Director, Planning Department

Enclosures: 1. Attachment A: City of San Diego Detailed Comments (SCH# 2015081039)
 2. Attachment B: Metropolitan Transit System Comment Letter

cc: Reviewing Departments (via email)
 Review and Comment online file

ATTACHMENT A**City of San Diego Detailed Comments (SCH# 2015081039)**

Development Services Department – Jim Lundquist, Associate Engineer, Traffic –
jlundquist@sandiego.gov, 619-446-5396

After review of the Recirculated Draft EIR, the Traffic Assessment of EIR Alternatives and Traffic Impact Analysis (LLG, March 24, 2016), and the Parking Impact Analysis (LLG, March 24, 2016), the Transportation Development Division of the Development Services Department has the following comments regarding the adequacy of those documents.

General Comments:

- | | |
|---|--------------------|
| <p>1. Pages S-14 through S-16, Table ES-1 Project Level Environmental Impacts and Mitigation Measures:</p> <p>a. Development Services staff does not support the proposed prohibition of through movements at traffic signals serving the project site. This non-standard traffic control measure is contrary to driver expectations. Instead, the District should commit to funding neighborhood traffic calming features if it is found that “cut-through” traffic becomes a problem for the neighborhood adjacent to the project site.</p> | <hr/> L1-6 |
| <p>b. For mitigation measure TRA-1 at Rancho Bernardo Road/Via del Campo, a conceptual design should be provided to demonstrate that the improvement can feasibly be provided without roadway widening. Also, TRA-1 should include the traffic signal modification required to accomplish the improvement.</p> | <hr/> L1-7 |
| <p>c. Mitigation measure TRA-2 should be modified to eliminate option 2 and also to include the traffic signal modification required to accomplish the improvement.</p> | <hr/> L1-8 |
| <p>d. Mitigation measure TRA-3 states that the potential mitigation for project impacts at the intersection of Rancho Bernardo Road/West Bernardo Drive were rejected because, in part, “the intersection was calculated to continue to operate at significant LOS F conditions.” The DEIR should document if the right-turn overlap phase for westbound traffic would improve the intersection to pre-project conditions. If so, then mitigation should be provided.</p> | <hr/> L1-9 |
| <p>e. Mitigation measure TRA-4 should note what the College will do to assist in forming carpools and vanpools in addition to providing preferential parking spaces for them.</p> | <hr/> L1-10 |

2. Page 4.8-2 and throughout the DEIR, Rancho Bernardo Road should be evaluated at its ultimate adopted classification as a six-lane Major Road with a capacity of 50,000 ADT, not as a 6-lane Prime Arterial. This revision would result in additional project impacts over those identified in the DEIR.	L1-11
3. Page 4.8-33, Issue 5 – Parking. On-street parking in adjacent neighborhoods should not be assumed to be available to serve the project. Potentially college parking fees could be included in class registration fees or other methods could be used to ensure that students use the onsite parking provided and not impact the surrounding neighborhood. Furthermore, if parking is assumed to occur in the neighborhoods, indirect impacts (e.g., noise, traffic, lighting, etc) should be analyzed as required under CEQA Guidelines 15126.2.	L1-12
4. Page 6-5, Section 6-5, Second Access Road Alternative, this section should provide an exhibit which shows how the second access eliminates the loop road and provide a traffic signal warrant analysis for the installation of the proposed traffic signal. With the additional grading, this section should also discuss construction traffic impacts.	L1-13
5. Pages 6-12 through 6-15, Section 6.8 Environmentally Superior Alternative, additional traffic and parking analysis should be done if either the Second Access Alternative or the Bernardo Center Drive Alternative is selected by the decision-maker. Such a detailed analysis should be conducted to identify specific impacts and mitigation that would be associated with the selected alternative, and this new information should be recirculated for review and comment by the City to ensure all mitigation measures are feasible and consistent with the City's existing land uses and regulations for development.	L1-14
<u>Additional Specific Comments:</u>	
1. Page S-7 discusses Greenhouse Gases with the Palomar Community College District providing preferential parking for carpool and vanpool vehicles. The RDEIR should define if these mitigations are aimed at students or faculty/staff and how the Palomar Community College District would manage these programs. A shuttle bus system to and from the MTS transit center could be evaluated as an alternative. At this time this mitigation measure does not appear to be enforceable through any conditions, agreements, or other legally binding instruments.	L1-15
2. Figure 4.8-1, Existing Traffic Volumes – show the City/County boundary (just west of Via del Campo, not east). Also, this section should provide an exhibit which shows the intersection lane configurations.	L1-16
3. Page 4.8-9, Table 4.8-4, Existing Street Segment Operations (and throughout the RDEIR), correct the classification and capacity of Rancho Bernardo Road.	L1-17

4. Page 4.8-14, Section 4.8.2.4 Local, the discussion of the City of San Diego General Plan should also include a section regarding the Rancho Bernardo Community Plan.	L1-18
5. Page 4.8-17, please correct the typo for the trip rates used for the Sharp Rees-Stealy medical office from 40 to 50. The document did use the City's trip generation for medical office at 50 trips per 1,000 SF. Provide additional documentation on the project volumes assumed through the study area from the Del Sur Shopping Center. In addition, Phil's BBQ would be considered a "High Turnover (Sit-down) restaurant" with 130 ADT per 1,000 SF. The discussion of the project's assumed trip generation should also discuss the City of San Diego's rate of 1.6 ADT per student. Finally, the last sentence should read "By Year 2035..." instead of "By Year 2013..." as this year has past.	L1-19
6. Figure 4.8-3, Opening Day With Project Traffic Volumes, please also retain the previous Figure 4.8-3 titled "Project Traffic Volumes" and show the project volumes on I-15 as previously requested by the City.	L1-20
7. Figure 4.8-5, Year 2035 With Project Traffic Volumes, please also retain the previous Figure 4.8-7 titled "Year 2035 Project Traffic Volumes".	L1-21
8. Page 4.8-31, Section 4.8.3.2, the RDEIR states that proposed project would not adversely affect traffic conditions on the I-15 or the surrounding local circulation system. This is not factually correct as the RDEIR does identify impacts which are significant and unmitigated.	L1-22
9. Page 4.8-33, Section 4.8.3.5, Issue 5 Parking, Impact Analysis, the number of students which will require parking is greater than the number of FTE students. Also, the "35-40 staff members" is in conflict with page 3-11 which states 38 FTE faculty and 37 staff/administrators. This inconsistency should be resolved with substantiated numbers that are appropriate for the determination of parking needs for the project. Information on the satellite spaces this facility will be replacing should also be provided.	L1-23
10. Page 4.8-35, Section 4.8.6 References, the City of San Diego Bicycle Master Plan Update date is July 2013 rather than June 2011. Please review to ensure the most current version of the plan is reflected within the RDEIR.	L1-24
<p>Planning Department – Martha Blake, Senior Planner - mblake@sandiego.gov, 619-235-5217</p> <p>The document is correct in noting the City of San Diego adopted a Climate Action Plan (CAP) in December of 2015, using the baseline inventory year of 2010 for GHG emissions. The CAP has identified a number of strategies to achieve 2020 and 2035 reduction targets, as noted in the draft EIR.</p>	L1-25

Chapter 4.4 states that “In 2013, the City of San Diego developed Draft Significance Thresholds for Greenhouse Gas Emissions...”. The thresholds referenced were drafted as part of the draft CMAP, and were posted on the City’s webpage for review, although the City never officially adopted the CMAP or released a final version of that document. This section should be revised to identify a threshold for determining significance for the project, include an analysis of potential impacts associated with the GHG emissions projected for the proposed project, and identification of impacts and mitigation as applicable. Please also provide an estimate of current GHG emissions from the project site.	L1-26
Additionally, the discussion related to the City of Villages strategies and the Mobility Element of the General Plan should be moved to the Land Use consistency discussion rather than the GHG discussion, as these are not directly applicable to any threshold or analysis, but are rather land use plans and policies for the City.	L1-27
Chapter 4.4 on p. 4.4-16 states that “the proposed project would be located within a Transit Priority Area”. That statement is not substantiated with necessary documentation to support such a designation, and should be deleted. Any benefits assumed from being located in a TPA should be revised with the revised GHG analysis.	L1-28
Without an adequate GHG analysis, it is not clear what, if any, impacts to GHG will result from the construction and operation of the proposed facility, nor what, if any, mitigation measures are feasible. As stated previously, this discussion and analysis for GHG emissions is flawed and inadequate, and should be revised and recirculated per CEQA section 15088.5 to allow for a meaningful public review and comment on these issues.	L1-29
Transportation & Storm Water Department – Mark Stephens, Associate Planner - mgstephens@sandiego.gov, 858-541-4361	
<u>Section 4.3, Biological Resources:</u> Page 4.3-8, Jurisdictional Waters and Wetlands. In the last paragraph under this heading, downstream flows are characterized as “not confirmed” even though drainage is later described in detail under 4.5.1.2, Site Drainage.	L1-30
<u>Section 4.5, Hydrology and Water Quality:</u> Page 4.5-6, NPDES Municipal Permit. Description of the current municipal separate storm sewer system (MS4) permit for the San Diego Region is outdated and needs to be corrected here, on page 4.5-9, and anywhere else where this reference occurs. The San Diego Regional Water Quality Control Board adopted Order No. R9-2013-0001 on May 8, 2013, with an effective date of June 27, 2013, and this permit has subsequently been amended twice. This is also now NPDES No. CAS0109266. To comply with the current permit, a City of San Diego Jurisdictional Runoff Management Plan (JRMP) has been adopted to replace the former Jurisdictional Urban Runoff Management Plan (JURMP), and a San Dieguito River Watershed Management Area Water Quality Improvement Plan (WQIP) has been prepared by affected copermitees to replace the San Dieguito Watershed Urban Runoff Management Program (WURMP), and accepted by the	L1-31

San Diego Regional Water Quality Control Board. While this Recirculated Draft EIR contends that the Palomar Community College District is not subject to the City's jurisdiction, unauthorized discharges to the City MS4 are nonetheless prohibited.

**L1-31
cont.**

ATTACHMENT B

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

April 26, 2016

SRTP 820.12 (PC 50451)

Mr. Dennis Astl
Palomar Community College District
San Marcos Campus
1140 West Mission Road
San Marcos, CA 92069-1487

Dear Mr. Astl:

SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PALOMAR COLLEGE SOUTH EDUCATION CENTER

Thank you for providing MTS an opportunity to review the Draft Environmental Impact Report (DEIR) for the proposed Palomar College South Education Center (SEC). This project falls within MTS' jurisdiction, so we appreciate the consideration of our comments below related to transit service and access to your project.

General Comments

- This project is overall challenging for transit access because the site is too distant from existing services and the likelihood of closer service in the near future is very low. As mentioned in Section 4.8.1.6, the closest transit service is at the intersection of West Bernardo Drive and Rancho Bernardo Road, 2/3 of a mile east of the proposed campus.
- MTS Route 945, which serves this intersection, may be useful to some of the 35% of locally-generated trips, but the transfer required for the 65% of regional origins farther north or south on the I-15 corridor would likely eliminate most demand for transit to the SEC since, even with a transfer, the closest transit stop is still 2/3 of a mile from the campus.
- Some transit services mentioned in the DEIR and/or Appendix G are incorrect or have since changed:
 - Section 4.8.1.6 and Section 3.4 of the Traffic Impact Analysis do not mention Route 235, which actually offers the greatest level of service to the Rancho Bernardo Transit Station (RBTS), the closest major transit center.
 - Route 270 has been discontinued.
 - Route 20 headways in Rancho Bernardo are actually every 30-60 minutes (not 15-30 minutes, as the more frequent service is only south of Kearny Mesa).
 - Route 945 Saturday service is operated every 45 minutes (not every 90 minutes as in Section 4.8.1.6; Appendix G is correct).
 - Route 237 operates only during peak hours, and headways to RBTS are now every 30 minutes (the more frequent service is only west of Mira Mesa).

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • www.sdmmts.com



Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

Mr. Dennis Astl
 Palomar Community College District
 April 25, 2016
 Page Two

Section 4.8.1.6, Alternative Transportation

- This section correctly notes that there are improved sidewalks and signalized intersections along the pedestrian paths. However, the environment of the pedestrian route between West Bernardo Drive and the proposed campus driveway is not conducive to attracting transit ridership. The standard 5' sidewalk is directly adjacent to a 4-lane, 50 MPH arterial with infrequent, roadway-scale lighting. Additionally, the actual campus location is uphill from the roadway.
- The greater amount of service available at the RBTS makes it much more useful for longer-distance, regional trips than the local Route 945. However, the 1.25 mile distance to the campus via Rancho Bernardo Road is a significant barrier. A pedestrian connection from the campus down to Via Tazon/West Bernardo Court could reduce the walking distance between the campus and RBTS from 1.25 miles to approx. 0.75 miles, plus allow pedestrians to avoid Rancho Bernardo Road and use the more pedestrian-scale West Bernardo Court.

Section 4.8.3.1, Mitigation Measures

- TRA-4 (a): This section notes, "The project will coordinate with the Metropolitan Transit System to determine the feasibility of providing a bus stop on campus." Please note that MTS does not have any plans or funding to extend transit west along Rancho Bernardo Road any closer to the proposed campus:
 - Existing services do not have slack built into them to accommodate added routing, so new resources would need to be committed in order to operate closer to the proposed SEC. The DEIR does not suggest funding for MTS as part of its mitigation.
 - The campus driveway and parking lot would not be suitable for turning around a transit bus. The roadways shown in the conceptual illustration may not easily accommodate buses, and service would be delayed by vehicle and pedestrian congestion on campus. Therefore, a route serving the SEC would need to extend beyond the campus to turn around, either through the residential areas off Matinal Road, the industrial area off Via Del Campo, or farther west into 4S Ranch. Any of these options adds more time, mileage, and cost to potential service.
 - MTS would not be able to install a bus stop on eastbound Rancho Bernardo Road at the campus driveway. The high speed, downhill slope, lack of sufficient shoulder, and curve on approach would likely make it an unsafe place to stop the bus in traffic for loading and unloading passengers.
 - None of the existing 5' sidewalks along Rancho Bernardo Road or Matinal Road meet the ADA-required width of 8' for a new bus stop, so any locations would need to be upgraded to install a bus stop.

Mr. Dennis Astl
 Palomar Community College District
 April 25, 2016
 Page Three

- Previous service to the area included dial-a-ride ("DART") service in western Rancho Bernardo, and commuter bus service to 4S Ranch. Neither of these generated a sustainable level of ridership and both have been discontinued. Our experience is that the area has insufficient demand to warrant another service.
- Note that many institutions, including the University of San Diego and the University of California, San Diego Medical Center, provide their own shuttle service between their campuses and the nearest transit center. If Palomar College wishes to operate its own shuttle between the RBTS and SEC, MTS can work with Palomar for accommodation in the transit center. This is likely the most viable way of offering transit access to the campus and could be a potential mitigation measure.
- TRA-4 (c): These measures are positive steps to inform students and staff of various services provided by MTS, but may not materially increase the transit mode share for this facility since the site is inconvenient to existing transit. MTS may suggest other mitigation measures that could increase transit use, such as subsidizing staff and/or student transit passes, and implementing a parking fee to encourage use of alternate transportation options.

Section 6.7, Bernardo Center Alternative

- This location is much closer to the Rancho Bernardo Transit Station. If a pedestrian connection were feasible along the west side of the Interstate 15 and/or from West Bernardo Drive, it would be a far more convenient location that would be better served by the RBTS and MTS Route 20.

MTS has already received two comments from the public asking that we implement service to this facility once it is open. Unfortunately its location, site plan, and a lack of resources to do so make it improbable that we will be able to accommodate these requests. We hope that this letter clearly outlines for the college district the reasons why MTS transit service is unlikely to offer substantive mitigation for the project or nearby transit access for the anticipated 5,000+ students, faculty, and staff.

Thank you again for the opportunity to provide comments.

Sincerely,



Denis Desmond
 Manager of Planning

LMARQUIS-L
 L-DASTL.PCSEC.DDESMOND.042516

Cc: MTS: Sharon Cooney, Rob Schupp, Mark Thomsen
 City of San Diego: Steve Celniker, Samir Hajjiri, Ann Gonsalves
 SANDAG: Dave Schumacher

Response to Letter L1

- L1-1** This comment is introductory in nature and no further response is necessary. This comment references a previous attempt by the City of San Diego to contact Atkins. It is our understanding that the original contact by the City of San Diego was made to an employee no longer with Palomar Community College District's (PCCD) consultant, and the former employee did not relay the contact attempt to PCCD or its consultant. The traffic consultant for PCCD had previously attempted to contact the City on three occasions (April 4, 2016, December 22, 2015, and December 9, 2015) and did not receive a reply. No further response is necessary.
- L1-2** This comment provides a general discussion of an on campus bus stop as mitigation, traffic, off-campus parking, noise, and indirect impacts. A more detailed discussion of these issue areas is provided below in responses L1-3 through L1-28.
- L1-3** This comment indicates that the greenhouse gas emissions analysis in the DEIR is flawed and inadequate as it relies on draft significance thresholds posted on the city website from 2013 that were included with the Draft Climate Mitigation and Adaptation Plan (CMAP). Under CEQA, the Lead Agency has the authority to determine the most appropriate threshold of significance for a project's CEQA review. Per CEQA Guidelines Section 15064.7 (Thresholds of Significance), CEQA only requires that a threshold be formally adopted if it is for 'general use'—that is, for use in evaluating significance in all future projects. CEQA Statute Section 21082.2 (Significant Effect on the Environment; Determination; Environmental Impact Report Preparation) provides the following description of what is considered when identifying the potential for a significant effect on the environment:

(a) The lead agency shall determine whether a project may have a significant effect on the environment based on substantial evidence in light of the whole record.

and

(b) Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, is not substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts.

In addition, CEQA Guidelines Section 15064.4 details guidance for lead agencies for determining the significance of impacts from greenhouse gas emissions. CEQA Guidelines Section 15064.4(b)(2) states that a lead agency should consider the following factors when assessing the significance of impacts from greenhouse gas emissions on the environment:

*(2) Whether the project emissions exceed a threshold of significance that the **lead agency** determines applies to the project. (emphasis added)*

The City does not provide evidence to support the assertion that use of a draft threshold is inappropriate for the proposed project; nor does the City provide any evidence to support the assertion that use of a draft threshold is inappropriate in CEQA analysis. PCCD, as lead agency, does not need to formally adopt the threshold(s) of significance applied within the project's EIR, nor is the lead agency restricted to applying only formally adopted thresholds of significance within the EIR.

The EIR contains an extensive discussion of existing regulation, planning, and guidance related to greenhouse gas emissions in Section 4.4.3.1, in the Standards of Significance subsection. Without an adopted threshold at the local, regional, or state level, the EIR identifies potential sources for a threshold for the purposes of project analysis and significance determination. The discussion identifies the following sources of potential thresholds of significance for the project:

- City's Draft Thresholds from 2013
- City's Adopted Climate Action Plan (CAP) emissions level targets and population projections
- City's Draft Screening Criteria for Greenhouse Gas Emissions from 2015

The efficiency metrics derived from the potential threshold sources are identified in metric tons of carbon dioxide equivalent (MT CO₂e) per service population (SP) or per student. In addition, the efficiency metric derived from the adopted CAP results in separate thresholds for years 2020 and 2030. The efficiency metrics derived from the draft thresholds, adopted CAP, and draft screening criteria are 4.46 MT CO₂e/SP, 3.02 MT CO₂e/SP (in year 2030), and 2.45 MT CO₂e/student, respectively, as discussed in Section 4.4.3.1 of the EIR. The EIR clearly identifies that the draft screening criteria-based efficiency metric is used in determining the project's potential to result in a significant impact on the environment. The EIR states:

Thus, using the a Screening Criteria-based efficiency metric of 2.45 MT CO₂e per student per year as a significance threshold for the purposes of CEQA analysis would be more conservative than using the City's draft efficiency thresholds (which have not been adopted by the City) or using CAP's emission targets (expressed in terms of per capita emission targets for 2020 or 2030). Under this screening criteria, the proposed project would result in a less than significant impact if construction and operational emissions would be less than 2.45 MT CO₂e per service population per year. If the project exceeds then efficiency metric screening criteria, then a threshold of consistency with the CAP consistency would be applied.

The project EIR provides substantial evidence to support the use of the threshold applied to determine significance of greenhouse gas emissions from the project. Furthermore, the threshold applied to the project is far more stringent than the City's draft thresholds for which the City has cited objections.

Finally, the City's comment recommends the following revisions to the EIR:

This section should be revised to identify a threshold for determining significance for the project, include an analysis of the potential impacts associated with the GHG emissions projected for the proposed project, and identification of impacts and mitigation as applicable. Please also provide an estimate of current GHG emissions from the project site.

As shown above and within the project EIR, the EIR clearly identifies the threshold for determining significance for the project. EIR Section 4.4.3.1 contains the significance thresholds discussion, as well as the analysis of potential impacts from greenhouse gases emitted by project construction and operation. Construction and operational-generated greenhouse gas emissions for the project were quantified using CalEEMod version 2013.2.2. The EIR shows that the project would result in a less than significant impact from direct and indirect greenhouse gas emissions generation and, therefore, no mitigation is required. The EIR appropriately identified 'existing conditions' as required by CEQA. The project's increase in greenhouse gas emissions above existing site

emissions was used to determine the project's potential significance; the significance threshold applied in the EIR does not rely on or otherwise utilize existing site emissions in order to determine the project's significance. Quantification of emissions currently emitted from the project site is not required, nor would it be informative in determining the project's potential to generate a significant impact on the environment.

In conclusion, the EIR adequately provided justification for use of the appropriate threshold of significance in assessing the project's impact to the environment from direct and indirect greenhouse gas emissions. The EIR adequately explains the reasoning behind the thresholds, analysis, and conclusions. The EIR provides substantial evidence to support use of the threshold and impact determination for the project.

- L1-4** This comment requests that the EIR be revised and recirculated to address changes in mitigation measures proposed for traffic, and to provide for an adequate greenhouse gas emission analysis. As described in Chapter 1 of the DEIR, the EIR was previously recirculated after the first public review of the DEIR, as a result of public comments received related to transportation and traffic, the adequacy of on-site and off-site parking, and project alternatives. In addition, PCCD revised its Full-Time Equivalent Student (FTES) assumptions down to more accurately reflect buildout of the proposed project. As such, the EIR was recirculated to address these comments.

A lead agency is required to recirculate a draft EIR, prior to certification, only when "significant new information" is added to the EIR after the public review period begins (CEQA Guidelines Section 15088.5). New information is deemed significant if it reveals the following:

- A new significant environmental impact resulting from either the project itself or a new proposed mitigation measure;
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project proponent declines to adopt it; or
- The draft EIR was so fundamentally flawed that it precluded meaningful public review and comment.

None of the comments, responses, or changes to the EIR trigger any of these four criteria and therefore recirculation of the EIR is not required.

- L1-5** This comment provides a general discussion of comments related to storm water and provides contact information should further discussion with the City be required. Specific responses to comments related to storm water are provided below in response to comment L1-31.

- L1-6** The EIR recommends improvements at the Rancho Bernardo Road/Matinal Road (Project Access) intersection that mitigate the project impact to below significant levels. The optional recommendation of restricting thru movements was provided in response to community concerns over potential cut-through traffic through the Westwood Community. The Rancho Bernardo Community Planning Group comment letter dated April 21, 2016 supports the prohibition of through movements from the project to the Westwood Community via Matinal Road. However, given this intersection lies within city jurisdiction, improvements to this intersection will be

provided to the satisfaction of the City Engineer with regard to cut-through traffic. Please see response to comment I3-1 for a general discussion of traffic.

- L1-7** The conceptual design plan depicting the proposed improvements at the Rancho Bernardo Road/Via Del Campo intersection and traffic signal modifications required to implement this improvement are provided in the attached (Exhibit 1). The need for a signal modification plan has been added to mitigation measure TRA-1 in the Final EIR.
- L1-8** See response to comment L1-7.
- L1-9** Mitigation measure TRA-3 indicates that consideration was given to providing a westbound right-turn overlap phase, however, the intersection was calculated to continue to operate at *significant* LOS F conditions. The term “significant” was used to indicate that implementation of the westbound right-turn overlap would not reduce the impact to pre-project conditions. The implementation of the right-turn overlap phase does not improve the LOS nor does it mitigate the significant impact. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted.
- L1-10** As provided in Chapter 3 (Project Description), PCCD will provide carpool/vanpool parking spaces in preferentially located areas (closest to building entrances). These spaces will be signed and striped “Carpool/Vanpool Parking Only.” Information about the availability of and the means of accessing the carpool/vanpool parking spaces will be posted on transportation information displays located in common areas and the campus website.

Currently, demand for carpool/vanpool parking and shuttle services is unknown and funding is not available for shuttle services. PCCD will conduct periodic surveys of students, staff, and faculty to identify commuting needs, including interest in using transit and need for shuttle service to the nearest transit stop and any increase in of carpool/vanpool parking spaces. The implementation of shuttle service will be explored at a future date should survey data suggest there is adequate demand.

- L1-11** As stated on page 4.8-2, between West Bernardo Drive and the I-15 northbound ramps, the roadway functions as a Six-Lane Prime Arterial. According to the City of San Diego Roadway Classification Table, a Six-Lane Prime Arterial provides a paved width of 102 feet with up to a 122 foot right-of-way. It is also defined in the city’s Street Design Manual as providing a paved width of 98 feet with up to 142 feet of right-of-way. In addition, it is characterized as “a street that primarily provides a network connecting vehicles and transit to other primary arterials and to the freeway system. It carries heavy vehicular movement while providing low pedestrian movement and moderate bicycle and transit movements.” The Street Design Manual further indicates it allows for speeds greater than 45 mph and less than 55 mph. This segment of Rancho Bernardo Road meets all the criteria discussed above, meets the required 250 feet of left turn storage capacity at its intersection with West Bernardo Drive, provides 12-foot receiving lanes for the dual lefts, is separated by an approximately 20-foot raised median, and provides a 6-foot wide refuge island in the center median at the intersection. Given the design of this portion of Rancho Bernardo Road, it functions as a Six-Lane Prime Arterial. Thus, the analysis accurately represents the capacity of the roadway and no revisions are required to the analysis.
- L1-12** As described in Section 4.8.5.3 of the DEIR, an Institute of Transportation Engineers (ITE) defined parking rate of 0.20 space per FTES for junior/community colleges was used for calculating the required parking supply for the proposed project. Using this rate, a total of 408 parking spaces

would be required for the proposed project at maximum enrollment which is projected at 2,000 FTES by year 2035 (cumulative). Additionally, a total of 35-40 staff members is anticipated with maximum enrollment. ITE also provides a rate of 4.8 spaces per 1,000 square feet (KSF) of gross floor area (GFA) for a junior/community college. Using this rate, a total of 480 spaces would be required for the proposed project for existing 110,000 square foot building. The total parking spaces provided for the proposed project include a 574-space existing parking structure and 218-space surface lot previously constructed for the existing office land use. Therefore, the existing 792 provided parking spaces adequately meets the required parking at maximum enrollment. Additionally, the project is not relying on neighborhood street parking and parking is “not assumed” to occur in the surrounding neighborhoods.

The proposed on-campus parking meets the parking requirements of the project and on-street parking analysis was provided in abundance of caution as there may be occasional students who may choose to park off site on nearby local streets to avoid a semester-based parking permit fee. Free parking will be offered during the first year of operation in response to community concern regarding on-street parking in the neighborhood. The future imposition of parking fees for subsequent years will be reviewed by the Governing Board on a year by year basis. Furthermore, California Education Code Section 76360(a)(1) states that the community college district shall require parking fees only from students and employees who are using parking services and such parking costs shall not exceed the actual cost of providing parking services. As such, the suggested measure of potentially including college parking fees as part of class registration fees is prohibited under the state regulations because only the students and the employees using the campus parking can be charged for those parking services.

Further, as discussed on page 5 of Appendix H (Parking Memorandum), there are deterring factors that make on-street parking option less desirable than parking on campus. The connectivity of the residential streets in the Westwood community to campus is limited to Matinal Road and Olmeda Way, with only Matinal Road providing a crosswalk at the intersection with Rancho Bernardo Road. The neighborhood is designed in typical suburban cul-de-sac fashion, limiting the walkability within the area and thus, access to campus. In addition, the walking distance to the campus and several grade changes along the walking routes to the campus provide some further deterring factor to park on-street rather than parking on campus.

- L1-13** A second access point is not proposed by the project and therefore a signal warrant analysis is not required. If one-half of the project traffic utilized the second access point, the outbound left-turn volume would equate to 32 trips. This amount is well below the volume standards to install a signal; a signal would likely not be warranted. The amount of construction trips would be much less than the 6,750 ADT analyzed in the traffic study. Thus, a quantitative construction analysis is not warranted.
- L1-14** Additional analyses will be conducted for these alternatives should they be selected. Per CEQA guidelines Section 15126.6 (d), “an EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project.” Section 6 provides text discussing each alternative as well as a matrix (Table 6-1) comparing the impacts of each alternative to the project. This is sufficient should PCCD select an alternative. However, appropriate mitigation measures would be considered and adopted in accordance with requirements of CEQA for the selected alternative.
- L1-15** See response to comment L1-10 for general discussion regarding vanpools, carpools, and shuttle buses.

- L1-16** Figure 4.8-1 has been updated to show the county/city boundary and shows existing roadway conditions.
- L1-17** See response to comment L1-11 for a discussion regarding Rancho Bernardo Road.
- L1-18** A discussion of the Rancho Bernardo Community Plan has been added to the EIR in Section 4.8.2.4.
- L1-19** The text on page 4.8-17 has been updated to correctly show the rate of 50 trips per 1,000 SF of medical office space. As the comment notes, the analysis correctly used the 50 rate.

The Del Sur Retail Center project was calculated to generate 13,230 net daily trips according to the city-approved traffic analysis conducted by Kimley-Horn and Associates, Inc. in July 2014. The Del Sur Retail Center project was approved by Planning Commission on August 21, 2014. The distribution shown in this report indicated 23% of project trips (approximately 3,000 ADT) would use Rancho Bernardo Road, just east of the site prior to Dove Canyon Road. Distribution beyond Dove Canyon Road was not provided. Dove Canyon Road is located approximately 2.0 miles west of the proposed project site, and with several industrial, residential, and other land use types along this route, it can be assumed that the number of trips would be reduced considerably approaching the project site. It was therefore assumed that about 1,000 trips (7% of the total trips) would travel within the project study area, as included in the EIR analysis.

The Phil's BBQ restaurant discussion has been revised to use the High Turnover (Sit-Down Restaurant) rates in the cumulative analysis. The main intersection and roadway segment affected are the Rancho Bernardo Road/West Bernardo Drive and segments of Rancho Bernardo Road and West Bernardo Drive along the restaurant frontage where the driveway rate increased to 130 trips/1,000 SF. As shown in the revised analysis in the EIR in Table 4.8-9 and 4.8-10, no changes to the conclusions of significance are calculated with the change in cumulative project trips.

The City of San Diego rate for community colleges is 1.6 trips per student. The SANDAG *Not So Brief Guide of Vehicular Traffic Generation Rates* rate is 1.2 trips per student, and the ITE rate is 1.23 trips per student. As discussed in the EIR, the project as an education center functions differently than a typical community college and would likely generate fewer trips than a typical community college campus, even at the SANDAG rate of 1.2 trips per student. The city community college rate per the City of San Diego *Trip Generation Manual* sources the SANDAG *Traffic Generators* document from December 1996 and July 1998. The most recent SANDAG *Traffic Generators* data for community colleges is sourced to April 2002, which is also the source for the SANDAG *Not So Brief* guide. The two colleges used to determine the trip rate were Southwestern Community College in Chula Vista and Palomar Community College in San Marcos, with taken observed in November 1998 (almost 20 years ago). Both of these colleges showed rates of 1.0 ADT per student and 0.9 ADT student, respectively, and were averaged to 1.0 ADT per student. The City rate is much higher at 1.6 ADT per student than the data it sources. Therefore, it was not included in the EIR trip generation discussion. The last sentence on page 4.8-17/18 has been corrected to read as year 2035.

- L1-20** The Opening Day Project Only Traffic Volumes figure (Figure 4.8-3) has been updated to show the peak hour and daily trips on I-15 and is included in the EIR.
- L1-21** The Year 2035 with Project (Maximum Enrollment) Traffic Volumes graphic is included as Figure 4.8-5.


- L1-22** Page 4.8-31 has been updated to correctly conclude that the proposed project would not adversely affect traffic conditions on I-15; however, impacts are calculated on the local circulation system.
- L1-23** The ITE Parking Generation Manual uses FTE as its independent variable. The data that was collected to determine the ITE parking rate already accounts for the fact that the number of students is greater than the FTE. Parking for staff members is included in the “per FTE” parking rate since all parked cars were included when determining the ITE parking rate. The number of staff members is revised throughout the EIR to reflect 37 staff/administrators and not FTE. No “satellite spaces” are proposed as part of the project.
- L1-24** The July 2013 San Diego Bicycle Master Plan Update will be added as a reference in Section 4.8.6.
- L1-25** This comment confirms that the EIR is correct in noting the City of San Diego adopted a climate action plan in December of 2015. No additional response required.
- L1-26** See response to comment L1-3 for further GHG discussion.
- L1-27** This comment suggests moving the discussion of the City of Villages strategies and the Mobility Element of the General Plan to the land use consistency discussion. Comment noted. In the context of the GHG analysis and the reduction of GHG emissions, the discussion of the City of Villages strategies and the Mobility Element is appropriate.
- L1-28** Discussion of the project being within a Transit Priority Area (TPA) has been deleted from the EIR. TPA credits are not included in the GHG analysis.
- L1-29** See response to comment L1-3 for a discussion regarding GHG.
- L1-30** This sentence has been revised to remove “Although not confirmed.”
- L1-31** The EIR has been revised to reflect the amended MS4 permit information. As discussed in Section 4.5 of the Recirculated DEIR, PCCD is not subject to MS4 permit. In San Diego County, a number of school districts, including PCCD, have entered into a Joint Powers Agreement with the San Diego County Office of Education (“Small MS4 JPA”) to coordinate the establishment, revision, direction and implementation of storm water management plans and associated BMPs. As such, PCCD has and will continue to work closely with the City of San Diego and the Small MS4 JPA to implement feasible BMPs at the project site, and avoid any unauthorized discharges.



Exhibit 1

Conceptual Striping

Letter L2 Metropolitan Transit System

	
1255 Imperial Avenue, Suite 1000 San Diego, CA 92101-7490	
April 26, 2016	SRTP 820.12 (PC 50451)
Mr. Dennis Astl Palomar Community College District San Marcos Campus 1140 West Mission Road San Marcos, CA 92069-1487	
Dear Mr. Astl:	
SUBJECT: COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PALOMAR COLLEGE SOUTH EDUCATION CENTER	
Thank you for providing MTS an opportunity to review the Draft Environmental Impact Report (DEIR) for the proposed Palomar College South Education Center (SEC). This project falls within MTS' jurisdiction, so we appreciate the consideration of our comments below related to transit service and access to your project.	L2-1
<u>General Comments</u>	
<ul style="list-style-type: none"> This project is overall challenging for transit access because the site is too distant from existing services and the likelihood of closer service in the near future is very low. As mentioned in Section 4.8.1.6, the closest transit service is at the intersection of West Bernardo Drive and Rancho Bernardo Road, 2/3 of a mile east of the proposed campus. 	L2-2
<ul style="list-style-type: none"> MTS Route 945, which serves this intersection, may be useful to some of the 35% of locally-generated trips, but the transfer required for the 65% of regional origins farther north or south on the I-15 corridor would likely eliminate most demand for transit to the SEC since, even with a transfer, the closest transit stop is still 2/3 of a mile from the campus. 	L2-3
<ul style="list-style-type: none"> Some transit services mentioned in the DEIR and/or Appendix G are incorrect or have since changed: <ul style="list-style-type: none"> ➤ Section 4.8.1.6 and Section 3.4 of the Traffic Impact Analysis <u>do not</u> mention Route 235, which actually offers the greatest level of service to the Rancho Bernardo Transit Station (RBTS), the closest major transit center. ➤ Route 270 has been discontinued. ➤ Route 20 headways in Rancho Bernardo are actually every 30-60 minutes (not 15-30 minutes, as the more frequent service is only south of Kearny Mesa). ➤ Route 945 Saturday service is operated every 45 minutes (not every 90 minutes as in Section 4.8.1.6; Appendix G is correct). ➤ Route 237 operates only during peak hours, and headways to RBTS are now every 30 minutes (the more frequent service is only west of Mira Mesa). 	L2-4

Mr. Dennis Astl
 Palomar Community College District
 April 25, 2016
 Page Two

Section 4.8.1.6, Alternative Transportation

- | | |
|---|------|
| <ul style="list-style-type: none"> • This section correctly notes that there are improved sidewalks and signalized intersections along the pedestrian paths. However, the environment of the pedestrian route between West Bernardo Drive and the proposed campus driveway is not conducive to attracting transit ridership. The standard 5' sidewalk is directly adjacent to a 4-lane, 50 MPH arterial with infrequent, roadway-scale lighting. Additionally, the actual campus location is uphill from the roadway. | L2-5 |
| <ul style="list-style-type: none"> • The greater amount of service available at the RBTS makes it much more useful for longer-distance, regional trips than the local Route 945. However, the 1.25 mile distance to the campus via Rancho Bernardo Road is a significant barrier. A pedestrian connection from the campus down to Via Tazon/West Bernardo Court could reduce the walking distance between the campus and RBTS from 1.25 miles to approx. 0.75 miles, plus allow pedestrians to avoid Rancho Bernardo Road and use the more pedestrian-scale West Bernardo Court. | L2-6 |

Section 4.8.3.1, Mitigation Measures

- | | |
|--|-------|
| <ul style="list-style-type: none"> • TRA-4 (a): This section notes, "The project will coordinate with the Metropolitan Transit System to determine the feasibility of providing a bus stop on campus." Please note that <u>MTS does not have any plans or funding to extend transit</u> west along Rancho Bernardo Road any closer to the proposed campus: | L2-7 |
| <ul style="list-style-type: none"> <ul style="list-style-type: none"> • Existing services do not have slack built into them to accommodate added routing, so new resources would need to be committed in order to operate closer to the proposed SEC. The DEIR does not suggest funding for MTS as part of its mitigation. | L2-8 |
| <ul style="list-style-type: none"> <ul style="list-style-type: none"> • The campus driveway and parking lot would not be suitable for turning around a transit bus. The roadways shown in the conceptual illustration may not easily accommodate buses, and service would be delayed by vehicle and pedestrian congestion on campus. Therefore, a route serving the SEC would need to extend beyond the campus to turn around, either through the residential areas off Matinal Road, the industrial area off Via Del Campo, or farther west into 4S Ranch. Any of these options adds more time, mileage, and cost to potential service. | L2-9 |
| <ul style="list-style-type: none"> <ul style="list-style-type: none"> • MTS would not be able to install a bus stop on eastbound Rancho Bernardo Road at the campus driveway. The high speed, downhill slope, lack of sufficient shoulder, and curve on approach would likely make it an unsafe place to stop the bus in traffic for loading and unloading passengers. | L2-10 |
| <ul style="list-style-type: none"> <ul style="list-style-type: none"> • None of the existing 5' sidewalks along Rancho Bernardo Road or Matinal Road meet the ADA-required width of 8' for a new bus stop, so any locations would need to be upgraded to install a bus stop. | L2-11 |

Mr. Dennis Astl
 Palomar Community College District
 April 25, 2016
 Page Three

- Previous service to the area included dial-a-ride ("DART") service in western Rancho Bernardo, and commuter bus service to 4S Ranch. Neither of these generated a sustainable level of ridership and both have been discontinued. Our experience is that the area has insufficient demand to warrant another service.

L2-12

- Note that many institutions, including the University of San Diego and the University of California, San Diego Medical Center, provide their own shuttle service between their campuses and the nearest transit center. If Palomar College wishes to operate its own shuttle between the RBTS and SEC, MTS can work with Palomar for accommodation in the transit center. This is likely the most viable way of offering transit access to the campus and could be a potential mitigation measure.

L2-13

- TRA-4 (c): These measures are positive steps to inform students and staff of various services provided by MTS, but may not materially increase the transit mode share for this facility since the site is inconvenient to existing transit. MTS may suggest other mitigation measures that could increase transit use, such as subsidizing staff and/or student transit passes, and implementing a parking fee to encourage use of alternate transportation options.

L2-14

Section 6.7, Bernardo Center Alternative

- This location is much closer to the Rancho Bernardo Transit Station. If a pedestrian connection were feasible along the west side of the Interstate 15 and/or from West Bernardo Drive, it would be a far more convenient location that would be better served by the RBTS and MTS Route 20.

L2-15

MTS has already received two comments from the public asking that we implement service to this facility once it is open. Unfortunately its location, site plan, and a lack of resources to do so make it improbable that we will be able to accommodate these requests. We hope that this letter clearly outlines for the college district the reasons why MTS transit service is unlikely to offer substantive mitigation for the project or nearby transit access for the anticipated 5,000+ students, faculty, and staff.

L2-16

Thank you again for the opportunity to provide comments.

Sincerely,



Denis Desmond
 Manager of Planning

LMARQUIS-L
 L-DASTL.PCSEC.DDESMOND.042516

Cc: MTS: Sharon Cooney, Rob Schupp, Mark Thomsen
 City of San Diego: Steve Celniker, Samir Hajjiri, Ann Gonsalves
 SANDAG: Dave Schumacher

Response to Letter L2

- L2-1** This comment is an introduction to the MTS comments and states that the proposed project is within its jurisdiction. No response is required.
- L2-2** This comment briefly describes transit access for the proposed project, and the location of the nearest transit service to the proposed project. No response is required.
- L2-3** This comment briefly describes the specific transit route that serves the project and projected transit demand associated with the proposed project. No response is required.
- L2-4** Comment noted. Section 4.8 of the Final EIR has been revised to account for this updated information provided by MTS.
- L2-5** This comment notes that the environment of the pedestrian route between West Bernardo Drive and the proposed project driveway is not conducive to attracting transit ridership as a result of the characteristics of the roadway along West Bernardo Drive. This comment is noted and no further response is required.
- L2-6** This comment notes that the distance from the Rancho Bernardo Transit Station (RBTS) to the proposed project is a significant barrier. This comment suggests that a pedestrian connection from the campus down to Via Tazon/West Bernardo Court could reduce the walking distance between campus and the RBTS and allow pedestrians to avoid Rancho Bernardo Road and utilize the more pedestrian-scale West Bernardo Court. Presently, there are no plans to provide a pedestrian extension at this location due to potentially significant impacts to coastal sage scrub vegetation communities, potentially affecting California gnatcatcher habitat. Thus, a pedestrian walkway at this location would result in new potentially significant biological resources impacts. Additionally, pedestrian walkway improvements necessary to access Via Tazon/West Bernardo Court would be required on private property. PCCD does not have permission from the owner to make such improvements. PCCD may explore the option of a pedestrian walkway in the future with neighboring property owner, if sufficient interest is shown by students, teachers and staff in using transit services based on annual surveys. If PCCD does decide to pursue such a walkway in the future, environmental analysis of such a walkway would be conducted pursuant to CEQA prior to PCCD action.
- L2-7** Mitigation measure TRA-4 and the reference to adding a bus stop on campus has been eliminated. MTS currently has no plan to install a bus stop at the project site. The Transportation Demand Management (TDM) is proposed with the goal to reduce and/or remove vehicle trips out of the peak hours, thus reducing congestion. However, no credit was assumed in the trip generation calculations for the implementation of TDM measures. The discussion of the TDM Plan has been moved to Chapter 3 (Project Description) of the Final EIR.
- L2-8** This comment discusses the constraints associated with bus service on campus and notes that a route serving the project site would need to extend beyond the campus to turn around, either through the residential areas off Matinal Road, the industrial area off Via Del Campo, or farther west into 4S Ranch, all options would add time, mileage, and cost to potential service. This comment is noted and no further response is required.
- L2-9** This comment discusses the infeasibility of adding a bus stop on eastbound Rancho Bernardo Road at the campus driveway as a result of safety issues. At this time no bus stop is proposed in this location. This comment is noted and no further response is required.

- L2-10** This comment notes that none of the existing 5-foot sidewalks along Rancho Bernardo Road or Matinal Road meet the ADA-required width of 8-feet for a new bus stop. At this time no bus stop is proposed in this location. This comment is noted and no further response is required.
- L2-11** This comment notes that the environment of the pedestrian route between West Bernardo Drive and the proposed project driveway is not conducive to attracting transit ridership due to the characteristics of the adjacent roadways. This comment is noted and no further response is required.
- L2-12** This comment notes that “DART” service to western Rancho Bernardo and commuter bus service to 4S Ranch have been discontinued as a result of insufficient demand. This comment is noted and no further response is required.
- L2-13** See response to comment L1-10 for discussion regarding shuttle service.
- L2-14** This comments provides further suggestions from MTS regarding increase in transit mode share from the project. As noted in response to comment L1-10, the demand for transit and other services from the project presently is unknown. PCCD shall conduct annual surveys to gauge student and staff interest for alternate transportation and other services such as transit passes, shuttle service, and expansion of vanpools and carpools. Free parking will be offered during the first year of operation in response to community concern regarding on-street parking in the neighborhood. The future imposition of parking fees for subsequent years will be reviewed by the Governing Board on a year by year basis.
- L2-15** This comment notes that the Bernardo Center Drive Alternative is a more convenient location that would be better served by MTS Route 20 if a pedestrian connection were feasible along the west side of the I-15 and/or from West Bernardo Drive. This comment is noted and no further response is required.
- L2-16** This comment notes that MTS has received two comments from the public requesting that transit service be implemented at the proposed project site once open. This comment concludes that due to the location of the proposed project site and lack of MTS resources, it is unlikely that MTS will offer substantive mitigation or nearby transit access for the project. This comment is noted. PCCD will continue to work with MTS to identify transit strategies to serve the project site.

Letter I1 San Diego Archaeological Society



San Diego County Archaeological Society, Inc.

Environmental Review Committee

23 November 2015

To: Mr. Dennis Astl
Palomar Community College District
San Marcos Campus
1140 West Mission Road
San Marcos, California 92069-1487

Subject: Draft Environmental Impact Report
Palomar Community College South Education Center

Dear Mr. Astl:


I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DEIR, we agree that the project is unlikely to result in significant impacts to cultural resources. And we therefore agree that no cultural resources mitigation measures are required.

I1-1

Thank you for the opportunity to provide our comments on this project.

Sincerely,


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

cc: SDCAS President
File

Response to Letter I1

- I-1 This comment states that the commenter has reviewed the cultural resources analysis contained in the DEIR and concurs with the analysis and mitigation. No response is necessary.

Letter I2 Aaron

From: Aaron [mailto:alittle0@gmail.com]
Sent: Sunday, May 08, 2016 8:25 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: Keep Palomar at Palomar

To whom it may concern,

As a resident of The Westwood community, I urge you to keep Palomar on its property and not impede upon the lives of us residents by simply assuming we will be fine with your students parking in our community.

As a father of four, the last thing I want is people from outside of our community making themselves at home on our streets due to the fact that their school did not adequately prepare for their presence by supplying enough parking.

Please be a good neighbor.
Aaron

I2-1

Response to Letter I2

I2-1 See response to comment L3-1 for a general discussion regarding traffic.

Letter I3 Katherine Albitz

From: K. Albitz [mailto:kalbitz@san.rr.com]
 Sent: Monday, May 09, 2016 3:58 PM
 To: Astl, Dennis D. <dastl@palomar.edu>
 Subject: PCCD in Rancho Bernardo

Dear Mr. Astl, I am writing you to express my concern for the Palomar College construction proposed for Rancho Bernardo. I don't think that Rancho Bernardo can accommodate the increased traffic and I don't think there is enough parking planned. The adjacent neighborhoods cannot absorb overflow parking for the college. Plus traffic is already maxed out in this area.

I encourage you to investigate ways to fully mitigate these potential problems, and in fact, I believe that this site is not right for this project. The area just can't handle the additional traffic and parking that would be required. I am in support of the idea of another PCCD branch, but I don't think Rancho Bernardo is the right place for it. I hope you can find another, more suitable, plan for PCCD.

I3-1

Thank you for your consideration of these issues.

Katherine Albitz
 Matinal Cir
 San Diego, CA 92127

Response to Letter I3

I3-1 This comment letter provides a general comment related to concerns about traffic impacts in the vicinity of the project site. As described in Section 4.8.3.1, there are no significant project related opening day traffic related impacts to all identified roadway segments, including Rancho Bernardo Road and West Bernardo Drive, intersections, freeway segment and ramp metering operations.

However, significant cumulative intersection impacts for the year 2035 were identified at the Rancho Bernardo Road/Via Del Campo, Rancho Bernardo Road/Matinal Road, and Rancho Bernardo Road/West Bernardo Drive intersections. With the implementation of mitigation measures TRA-1 and TRA-2, which include the construction of intersection improvements at the intersection of Rancho Bernardo Road/Via Del Campo and restriping of Rancho Bernardo Road/Matinal Road in the vicinity of the proposed project driveway to help alleviate peak hour congestion along the study area roadway systems, significant cumulative intersection impacts would be reduced to less than significant with the exception of the Rancho Bernardo Road/West Bernardo Drive intersection for which mitigation is physically infeasible and/or does not reduce levels of service to below a level of significance. Mitigation measure TRA-2 proposes two options for mitigation: 1) to restripe the northbound approach at the project access to provide a shared left-turn/thru lane and a dedicated right-turn lane, or 2) to restripe the northbound approach with dedicated left-turn and right-turn lanes (with northbound thru movements prohibited) and the southbound approach with a shared left-turn/right-turn lane and southbound thru movement prohibited. However, given that some of these improvements lie within the city jurisdiction, these improvements will be provided to the satisfaction of the City Engineer.

The comment also expresses concerns about a large amount of drivers located outside the Westwood community utilizing Matinal Road or other neighboring streets as a “cut-through” route. An analysis of cut-through traffic was provided in Section 4.8.3.1 of the DEIR and is summarized here. The project proposes access from the Matinal Road intersection onto Rancho Bernardo Road. Currently, this location primarily serves as access to the Westwood residential community located north of Rancho Bernardo Road. A review of the SANDAG select zone assignment (SZA) computer model indicated one percent of project traffic (33 ADT in Opening Day and 68 ADT at maximum enrollment in year 2035) would be oriented to/from the community of Westwood via Matinal Road. However, for purposes of being conservative based upon the potential for “cut-through” trips through the residential community, this percentage was doubled to 2 percent of project trips. The likelihood of trips utilizing Matinal Road would be to the result of one of two factors: 1) people living in the Westwood community who would attend the North Education Center; or 2) people oriented further north that would “cut-through” the Westwood community to reach the project site.

Matinal Road serves as a residential roadway providing local access for homes within the area. West Bernardo Drive is the main Collector road in the community lined with feeder roads connecting Westwood residents to their ultimate destination. A travel time study was conducted for two optional routes between the project site and the Duenda Road/West Bernardo Drive intersection in the northern part of the community. The travel time study was conducted to determine the amount of time it would take to travel between these two points during the PM peak hour (4:30-5:30 p.m.) using the Collector road route on West Bernardo Drive and the residential route via Matinal Road.

While the travel time study shows a slight increase in the amount of time it would take to travel from project site to the Duenda Road/West Bernardo Drive intersection using West Bernardo Drive and Rancho Bernardo Road, it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Matinal Road as a “cut-through” route since they would need to be familiar with the local streets. For drivers who are familiar with the area, a reduction in travel time of 36 seconds is relatively small and considered insignificant.

See response to comment L1-12 for a discussion of on and off-site parking.

Letter I4 Judith Allison

From: Judith Allison [mailto:jaallison@san.rr.com]
Sent: Friday, April 29, 2016 11:56 AM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: Re Palomar RB campus traffic concerns

Greetings, Mr. Dastl:

This is my second email to you. As the resident on the NE corner of Matinal Road and Rancho Bernardo Road, my home and safety are of all residents most affected.

Is there no consideration of an alternate entrance to the campus? All the plans to restripe the road will not in any way slow or reduce the hundreds to thousands of entries and exits at this corner. As I have previously noted, collisions regularly happen on this corner. Two months ago a driver ran the red light going west on RB Road and sheared off the front of a car leaving Matinal Road.

I4-1

I also see no consideration of reducing the speed limit from 50 mph, which gives people the idea that 60 mph is their right, which they usually exercise. Recently a traffic officer posted on Matinal Road near my home where 25 mph is the limit, was “having a great day” in his words – “I don’t even stop them unless they’re driving 40 or over”. The NE traffic division has ceded Rancho Bernardo Road to “ad lib” – saying it is simply too dangerous to try to stop speeders on it. (??).

How much time have you spent waiting at this entrance to the campus? I would suggest that your executive committee try it.

Respectfully,
Judith Allison
Matinal Road, SD 92127
jaallison@san.rr.com

From: jaallison@san.rr.com [mailto:jaallison@san.rr.com]
Sent: Monday, May 09, 2016 7:45 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Cc: maienschein@assembly.ca.gov; kevinfaulconer@sandiegogov.com
Subject: Palomar College failure to provide 2nd entrance or adequate parking.. APPALLING!

To Mr. Astl, and all who are driving forward your plan to destroy the safety and calm of our Rancho Bernardo neighborhood:

As the resident most affected of anyone in Westwood - my home is on the NE corner of RB Road and Matinal Rd., the only entrance to hundreds and thousands of staff, teachers and students coming day and night into the RB campus, I am horrified and appalled at your egregious refusal to respond.. WHY ARE YOU NOT BUILDING ANOTHER ENTRANCE OFF W. BERNARDO ROAD??

Instead, you have sent people to measure our homes and streets, and we see now that YOU ARE NAMING 511 'OFF SITE PARKING' spaces IN FRONT OF OUR HOMES!!- essentially, jamming our homes and streets near the projected PC opening, with students, adding to the serious traffic hazards: (constant speeding (in a 25mph zone, traffic officers have told me, they only 'pick off' those over 40 mph (!!)) - what comes next?) A destructive, dangerous plan to reproduce SDSU problems? No privacy, no peace, no safety for neighbors who see you simply have not a scrap of regard for us as residents only to be swamped by your irresponsible exploitations??

14-2

And you claim higher values for community? I see you all as needing higher education in moral and community values. I have worked over 50 years of my life for community and what you are intending undermines all that my neighborhood stands for.

In hopes of honest improvements from everyone who has manipulated this shabby state of affairs.

Judith Allison, Ph.D.
Matinal Road, SD 92127
jaallison@san.rr.com

Response to Letter I4

- I4-1** This comment raises general traffic safety concerns and inquiries about providing alternate entrance to the project site.

Discussion on safety concerns. The commenter notes general safety issues with traffic in the project area. While implementation of the proposed project would increase the amount of vehicle traffic on area roadways, it does not propose modification to City of San Diego published roadway design standards or signage that would create roadway facilities with unacceptable safety conflicts, such as sharp curves, or standards such as increased speed limits.

Discussion on second access road. Secondary access to the project site was evaluated as an alternative to the proposed project. As described in Section 6.5 of the DEIR, the Second Access Road Alternative assumes the proposed project would be implemented with the construction of a new second access road, rather than an interior looped road, east of the main project driveway along Rancho Bernardo Road at the existing Olmeda Way “tee” intersection. The Second Access Road Alternative would require the restriping of a shared eastbound through/right-turn lane, a northbound right-turn only lane out of the project site and require the installation of a traffic signal and signage prohibiting northbound and southbound through movements at the intersection of Rancho Bernardo Road and Olmeda Way.

The Second Access Road Alternative was not identified as the preferred alternative. Project Objective 7, which is to develop a comprehensive education center campus experience that reflects its surrounding environment, would only be partially satisfied by the Second Access Road Alternative because of the increase in impacts to aesthetics, air quality, biological resources, greenhouse gases, hydrology and water quality, noise, and paleontological resources, due to a greater ground disturbance area associated with this alternative.

The Second Access Road Alternative may potentially result in reduced traffic impacts as the second access road would allow for additional access opportunities to the project site. The addition of a second entry and exit point could potentially reduce some significant cumulative intersection impacts at the Rancho Bernardo Road/Matinal Road (proposed project access) intersection. However, it is unlikely the secondary access will alleviate the cumulative impacts to less than significant without mitigation.

Similarly, the provision of a secondary access point on Via Tazon/West Bernardo Court via the Sharp Medical Office building property could potentially reduce traffic impacts at the main access; but it is not likely to change the conclusions of significance for cumulative traffic impacts, particularly on Rancho Bernardo Road/West Bernardo Drive which would be operating at LOS E in PM peak hour in the year 2035, even without the project (see Table 4.8-13 of Section 4.8 in the Final EIR). As discussed in Section 4.8, there is no feasible mitigation to reduce the significant cumulative impacts for the Rancho Bernardo Road/West Bernardo Drive. Both the secondary access options discussed above would still have project trips continue to drive on Rancho Bernardo Road, thus continuing to result in significant impacts along this roadway.

Conclusion regarding alternate access of project. Overall, a feasible mitigation measure TRA-2 has been identified to reduce traffic impacts at the project access intersection of Rancho Bernardo Road and Matinal Road to less than significant levels. Thus, provision of second access will not reduce any unavoidable and significant impacts from the project that cannot already be mitigated.

Further, secondary access through either the east of the project site near the Sharp Rees-Steely building or through Via Tazon/West Bernardo Court would result in potential impacts adjacent coastal sage scrub habitat. Coastal sage scrub is a native scrub-type community that is widespread throughout the lower elevations of southern California. It is classified as a sensitive natural community by the California Department of Fish and Wildlife and impacts to this habitat would be significant. Additionally, the improvements associated with a secondary access through the Sharp Medical Office building property would require improvements on a private property, and PCCD does not have permission to make such improvements on a private property.

- I4-2** See response to comment I4-1 for a discussion of secondary project access alternative. See response to comment L1-12 for a discussion of on and off-street parking.

Letter I5 Ivana Alter

From: Iwona Alter [mailto:iwonaalter@yahoo.com]
 Sent: Monday, May 09, 2016 9:58 PM
 To: Astl, Dennis D. <dastl@palomar.edu>
 Subject: Palomar College Westwood parking Westwood

Hello,

I am writing this email in support of the Westwood neighborhood and the RB council asking for a bus stop at the school campus and changing the light at Matinal/RB rd to a dedicated right/left turn only, in and out of the school.

In addition I believe that the college authorities should provide enough of parking space on the campus as opposed to parking on Westwood neighborhood streets as their available spots. Between the college and Phil's BBQ our neighborhood is becoming a giant parking lot destroying comfort of living and home values.

While we all appreciate the value of education we would simply request respect for the residents who have been here all along.

Best regards,
 Ivana

I5-1

Response to Letter I5

- I5-1** See response to comment L2-7 for a discussion of transit access at the project site. See response to comment L1-6 for a discussion of a dedicated right/left turn out of the proposed project site. See response to comment L1-12 for a discussion of on and off-street parking. Regarding the effect of the project on property values, this is not an issue required for analysis under CEQA and no response is required.

Letter I6 Senator Joel Anderson, District 38

Senate
California Legislature
JOEL ANDERSON
SENATOR
THIRTY-EIGHTH SENATE DISTRICT



May 2, 2016

Adrian Gonzales
Interim Superintendent/President
Palomar Community College District
1140 West Mission Road
San Marcos, CA 92069-1487

RE: Palomar College South Education Center

Dear Mr. Gonzales,

It is my pleasure to write in support of the Palomar Community College District's (District) South Education Center. As the Senator from California Senate district 38, I am proud to represent several wonderful North County communities within the District and many of its students.

Since 1946, the District has offered exceptional degree and certificate programs to the diverse communities and students it serves. In addition, the District provides courses for several local high schools I represent, including those in Fallbrook, Poway and Ramona. I appreciate that they have made a concerted effort to facilitate access to education through many satellite facilities throughout their jurisdiction in addition to the main campus in San Marcos.

Our mutual constituents in Poway, Carmel Mountain Ranch, 4S Ranch, Santa Luz, Del Sur, Sabre Springs, and Ramona would all greatly benefit from the planned South Education Center. The District's proposal aims to serve the southern portion of Palomar Community College District through the conversion of an existing four-story building into an all-inclusive education center and to improve existing parking structures, roads, drainage, walkways, and landscapes. This additional access to educational opportunities for the southern region of the District is important to the economic prosperity of my constituents, and I am pleased to support it.

Thank you for your dedication to affordable education, valuable vocational opportunities, and academic excellence. Please do not hesitate to contact my office at (619) 596-3136 if I may be of assistance in any way.

Sincerely,

A handwritten signature in blue ink, appearing to read "Joel Anderson", is written over a printed name and title.

Joel Anderson
Senator, District 38

I6-1

Response to Letter 16

16-1 This comment provides general support for the proposed project. No response is required.

Letter 17 A. Ann

From: A Ann [mailto:mainaminis@gmail.com]
Sent: Thursday, May 05, 2016 5:53 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: Palomar concerns

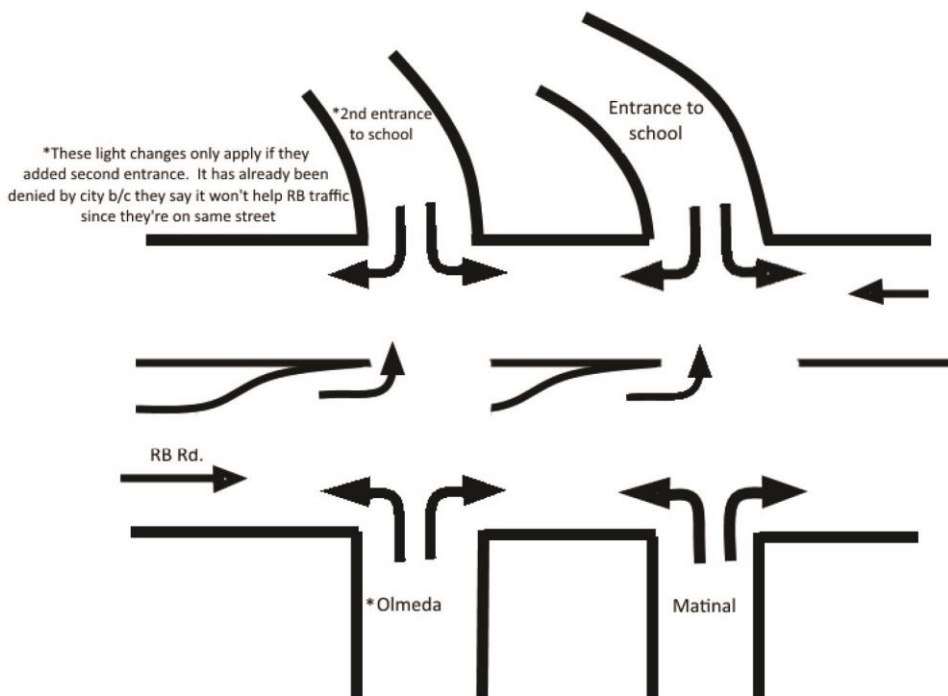
Hi,

Here are my concerns and what I would like to happen with Palomar going into RB. My first choice would be No Project Alternative. This is the wrong spot for a college. Please consider the business district just a few streets in. If that is not possible, the Bernardo Center Drive Alternative. It would stop the impact on the Westwood community. We bought our houses because of the community and your presence will ruin that. Put bluntly what you're doing is not fair to the hundreds of families that live here. Student enrollment needs to go down (reduced project alternative) if the school does not move to the Bernardo Center Drive Alt. as RB rd cannot handle that many people.

17-1

But if nothing else these PLEASE make these happen to protect our neighborhood:

1. Change the lights at Matinal/RB Rd. to be right and left turn only - both coming in to the school and going out. That would make it pointless to cut through our neighborhood to get to school. If you add a second access point at Olmeda/RB Rd. there would need to be the same only right/left turn in and out. Please forgive the crappy drawing. RB community Council submitted a letter saying something similar to the right/left only.



17-2

2. Palomar must provide enough parking without putting our streets as available spots in their tally (on page 218 of the EIR you say you are counting on 511 spots in our neighborhood as your overflow parking. We are a residential area, not your parking lot). Build another parking structure (you have the land - minimize your landscaping), offer off site parking with a shuttle or whatever else you want to do but keep our neighborhood out of it. With 737 spots and 2,000 FTES you are banking on using our streets for your students. Not ok! Your students pay you to go to school, therefore you should provide adequate parking on your campus. We will not be your overflow parking! Even with adequate parking at the Palomar campus there still will be people trying to park in our streets to avoid paying for a school parking permit in which case our neighborhood will work to form a residential parking district so only residents could park on the street. For your own best interest you need to plan for your students - will will not sit back while you crowd our streets. We will fight you till you're out and then your students will be the ones with no where to go. The good neighborly thing to do would also be to inform students that they SHOULD NOT park in Westwood.

17-3

Please do what's right. We had no say in you moving in and you will affect our daily lives immensely.

Thanks.

Response to Letter I7

- I7-1** As discussed in Section 6.4 of the EIR, the No Project Alternative would not accomplish any of the project objectives and was determined to be infeasible. Primarily, the No Project Alternative would not meet the PCCD Educational Master Plan Update goals to locate an education center in the southern portion of the PCCD service area to target an underserved population in the region.

Section 6.7 of the EIR notes that the Bernardo Center Drive Alternative is less desirable than the proposed project as it would limit the amenities available on campus due to the reduced size of the project site and would result in an increase in impacts to all resource areas analyzed because of the increase in construction activity due to a greater ground disturbance area. As discussed in the traffic report (see Appendix G, Traffic Memorandum dated March 24, 2016), with the “Bernardo Center Drive Alternative,” it is likely that cumulative impacts would be reduced with the shift in project traffic from Rancho Bernardo Road to Bernardo Center Drive. However, it is possible that significant traffic impacts could occur within the redesignated study area given the similarities between Rancho Bernardo Road and Bernardo Center Drive: Four-Lane Major Roadways providing access to the 558-acre Bernardo Industrial Park.

Section 6.6 of the EIR notes that relevant goals and objectives of the PCCD 2022 Educational Master Plan 2010 Update would only be partially obtained because the reduced project alternative would serve a reduced student population which is not consistent with educational goals and policies of the 2010 Plan. In addition, any reduction in FTES potentially reduces the economic viability of the project to a point the project will be unable to be self-supporting, such that the number of FTES does not pay for the operating expenses. This alternative would not completely eliminate the identified significant unavoidable cumulative intersection impacts and is potentially economically infeasible for PCCD.

- I7-2** See response to comment L2-7 for a discussion of transit access at the project site. See response to comment L1-9 for a discussion of a dedicated right/left turn out of the proposed project site. With regard to feasibility of Second Access Alternative, see response to comment I4-1. Further, some of the improvements proposed for this intersection is within city jurisdiction and any improvements at this intersection, including restricting movements to only right/left turn in, will be provided as per the City Engineer’s satisfaction.
- I7-3** See response to comment L1-12 for a discussion of on and off-street parking.

Letter I8 Penny Bauder

From: Penny Bauder [mailto:penny_bauder@yahoo.com]

Sent: Monday, May 09, 2016 10:17 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; bfennessy@sandiego.gov

Subject: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Rep

Good Morning,

I wanted to take a moment and make sure that you were aware of the very displeased Westwood Residents here in Rancho Bernardo, in relation to multiple major community projects, most recently this one described below. We community members would appreciate every bit of help we can get to help keep our community safe, healthy, and thriving.

18-1

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, raises a red flag very high with our community and families.

Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Why not use our tax payer dollars which support Prop M and build adequate parking on this site.

18-2

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this

18-3

traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. I don't know the exact parameters used for the traffic studies but it can attest to every single conversation with Westwood Residents that ever try to turn left onto RB Road from Olmeda that it is both dangerous and quite often near impossible for minutes on end. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

**18-3
cont.**

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. For Long-Term Intersection Operations, how can the Delay change decrease? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007.

18-4

Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

18-5

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site".) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community. Please be aware that our Westwood Community has been part of very poor government planning for two major builds/remodels that are currently in the spotlight and are bringing rightfully due negative criticism about our city planning boards, oversight, companies/entities, and all the individuals that are supposed to be looking out for us.

18-6

Respectfully,
Rancho Bernardo-Westwood Resident
Penny Bauder
Matinial Drive, San Diego, 92127

Response to Letter I8

I8-1 This comment is an introduction to the comment letter. No response is required.

I8-2 See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-12 for a discussion of on and off-street parking, including “cumulative” build-out parking capacity and supply. See response to comment L2-7 for a discussion of transit access at the project site.

Regarding ADA concerns, the project has been submitted to, reviewed and approved by the Division of the State Architect (DSA) which has oversight on all Community College and K-12 facilities throughout the State of California. The DSA specifically reviews and approves Accessibility for every facility ensuring the design meets all current ADA standards. An ADA path of travel is included in the design from the buildings down to Rancho Bernardo Road. PCCD is ADA compliant throughout its property.

Regarding pedestrian safety, the study area includes sidewalks along both sides of the nearby streets. Traffic signals at all major intersections provide controlled pedestrian crosswalks and allow for safe pedestrian connections within the study area. See Section 4.8.1.6 of the EIR for a discussion regarding pedestrian safety.

I8-3 See response to comment I4-1 for a discussion of secondary project access, both for discussion on Secondary Project Access Alternative and alternative discussing second access through Sharp-Rees Medical Facility property. See response to comment I3-1 for a general discussion of traffic. See response to comment L2-7 for a discussion of bus stop and transit access at the project site. As discussed, MTS has stated that currently there is not enough demand for a bus route in this area so a bus stop at Rancho Bernardo Road or Via Tazon is not being considered at this time.

I8-4 See response to comment I3-1 for a general discussion of traffic impacts. Regarding disruptions to an adopted congestion management plan. As described in Section 4.8.3.2, the closest designated congestion management program (CMP) roadway that serves the project site is I-15, as identified in the Final 2008 Congestion Management Program Update (SANDAG 2008). However, as discussed in Section 4.8.3.1, the proposed project would not adversely affect traffic conditions on the I-15 or the surrounding local circulation system. Further, the proposed project does not propose any modifications to the I-15 or access to the I-15 and would not result in a substantial number of new trips on the I-15 during peak hours. Therefore, the proposed project would not conflict with an applicable CMP.

Regarding disruptions to emergency access, as described in Section 4.8.3.3 of the DEIR, the Rancho Bernardo Community Plan does not identify any evacuation routes within the study area (City of San Diego 1988). The proposed project would continue to utilize the existing driveway at the intersection of Rancho Bernardo Road and Matinal Road for site access. Development of the proposed project would also construct an internal looped roadway that would provide access throughout the campus. The proposed project would comply with all applicable design regulations and policies related to emergency services requirements, such as the fire code and street design requirements for fire trucks. Additionally, the PCCD Emergency Response Plan is designed to effectively coordinate the use of both PCCD and community resources to protect life and property immediately following a major natural or accidental disaster affecting any Palomar College campus. The PCCD Emergency Response Plan would be updated to include the proposed PCCD South Education Center. Thus, the proposed project would not impair implementation of or

physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

Further, the city previously approved a 330,000 square feet of office/research and development use on the site with a single access at Rancho Bernardo Road and Matinal Road. The site access/design met all applicable city safety standards. (See City of San Diego, Bernardo Industrial Park Lot 11 Final MND (SCH 2005031034), October 13, 2005). As such, a 110,000 square foot educational center with an almost equal amount of daily trips generated (3,300 office ADT; 3,374 education center ADT as discussed in Appendix G Traffic Memorandum dated March 24, 2016) with same width of access road and same access point is not likely to generate emergency access concerns.

- 18-5** See response to comment L1-10 for a discussion of carpools and vanpools, and shuttle service at the project site. See response to comment L2-7 for discussion regarding the installation of a bus stop at the project site.
- 18-6** This comment provides closing comments and a summary of comments provided. No further response is required. The concerns regarding traffic, parking, alternatives, and transit have been addressed in comments I8-2 through I8-4.

Letter I9 Douglas Bazler

From: dbazler@juno.com [mailto:dbazler@juno.com]
Sent: Saturday, May 07, 2016 9:49 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: Palomar College

Hello,

I do NOT approve of the Palomar College project in the Ranch Bernardo (Westwood) area. We already have a parking nightmare with the recent construction of Phil's Barbecue restaurant in the area. We don't need college students parking on our local streets. Our property values will suffer greatly. Please ban this project.

I9-1

Sincerely,
 Douglas Bazler
 Capilla Rd.
 San Diego, Ca 92127

Response to Letter I9

- I9-1** See response to comment L1-12 for a discussion of on and off-street parking. Regarding the effect of the project on property values, this is not an issue required for analysis under CEQA and no response is required.

Letter I10 Marilyn Bazler

From: Marilyn [mailto:drumgirl4@hotmail.com]

Sent: Monday, May 09, 2016 12:46 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancyhadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkeresey@sandiego.gov; kevinfaulconer@sandiego.gov; BFennessy@sandiego.gov

Subject: Parking nightmare in Westwood, Rancho Bernardo

As a concerned citizen, I respectfully object to the Palomar College Project that will adversely affect the all ready over congested parking situation in Westwood. As it is, there is a tough parking challenge on the streets of Westwood. The new Phil's BBQ restaurant did not provide enough parking for their employees and patrons, and, the Waterbridge condos in the same area, have also forced people to park in our near by community. All these issues have been brought out in the Nextdoor Web site, with our whole community being even more concerned with the upcoming parking issue with the college parking on our residential streets. Please consider the affects of the parking nightmare in our area! Find a better solution for the students parking challenge.

I10-1

Sincerely,
Marilyn Bazler.
Capilla Rd. San Diego Ca. 92127.

Response to Letter I10

I10-1 See response to comment L1-12 for a discussion of on and off-street parking.

Letter I11 Susan Billings

Susan Billings
Matinal Rd, San Diego, CA 92127

May 9, 2015

Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: The PALOMAR COLLEGE EIR LATEST REPORT Response

Dear Committee,

This letter is my response to the latest Environmental Impact Report for the Palomar College South Campus that is planned to be located in my community, across from my neighborhood in what is known as the Westwood area of Rancho Bernardo.

Since 2010, this community has been requesting Palomar College to change THEIR plans to open a campus in this neighborhood. It again appears that we have been forgotten, ignored and overlooked. Rather than trying to be a "good neighbor", many in this community feel these plans are being crammed down our throats, that we have been blatantly lied to, with all parties' full knowledge that the opening of this proposed campus will cause further traffic problems, parking problems, increased congestion and overall frustration. Not a good way to be "neighborly."

I11-1

Please refer to the Pomerado "News Journal" dated April 14, 2016 (a copy or attachment can be provided, perhaps also available at ww.pomeradonews.com). On page 20, a local Realtor writes of her firsthand account of Emergency Fire equipment in route to a call, struggling to gain access through the intersection of Rancho Bernardo Road and West Bernardo Road due to the traffic jam. This is the main intersection to the East of your proposed site. Since then, Phil's Barbecue has opened for business at that intersection and soon the large Sharp Rees-Sealy new complex will be opening on the opposite corner.

We have made repeated requests for the college to develop an additional ingress/egress plan. Have those requests fallen on deaf ears?

We have also asked that parking issues be address so the local area would not be impacted; you stated adequate on-campus sites existed and that the local area would not be impacted. Come on!! We all know this is not true!! It now appears the Environmental Impact Report section 4.8.3.5 identifies 511 available off-site parking spaces in Westwood. Seriously!!!! On our streets? Why was this not mentioned in the previous EIR? Another lie!!

I11-2

The Westwood neighborhood is already impacted with on-street parking issues due to lack of parking at the Waterbridge complex and now Phil's BBQ. Refer again to the Pomerado "News Journal" dated May 5, 2016 and the front page story. The area will soon be requesting time parking limits from the City. We do not need our community destroyed with more traffic, parking issues, signs, limitations and so forth. Not to mention the decline in property values as a result of these impacts!

I11-3

We asked that the Westwood neighborhood not be used as a “cut-through. Another **untruth** as the **Westwood area is listed as your “Available Off-Site Parking”** and most likely will become used as a cut-through area to avoid the nightmare traffic approaching the Interstate 15 Freeway, especially during rush hour traffic.

I11-4

The college should abandon its self-centered attitude and do what is right for ALL and THIS community. I do NOT believe the Palomar College Plans and those described in the EIR will enrich our neighborhood. **NO PROJECT ALTERNATIVE. PERIOD!**

I11-5

Regards,
Susan Billings
Westwood Resident, Rancho Bernardo

Response to Letter I11

- I11-1** See response to comment I3-1 for a general discussion of traffic and to L1-19 for discussion of inclusion of traffic generated from nearby projects in the traffic analysis. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I8-4 for a discussion of emergency access. See response to comment I4-1 for a discussion of secondary project access.
- I11-2** See response to comment L1-12 for a discussion of on and off-street parking.
- I11-3** See response to comment I3-1 for a general discussion of traffic. See response to comment L1-12 for a discussion of on and off-street parking. Regarding the effect of the project on property values, this is not an issue required for analysis under CEQA and no response is required.
- I11-4** See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment L1-12 for a discussion of on and off-street parking.
- I11-5** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative.

Letter I12 Greg Birch

From: Greg Birch [mailto:gregbirch@san.rr.com]
 Sent: Monday, May 09, 2016 3:25 PM
 To: Astil, Dennis D. <dastl@palomar.edu>
 Subject: Palomar in RB

Dear Mr. Astil,

I have responded before to you and the Palomar College regarding your plans to have a satellite campus on Rancho Bernardo road.

I will once again state that this is the wrong site for the needs of Palomar College for many reasons. The location next to a residential neighborhood is ill-advised as campus traffic will further detract from the neighborhood, students will park without regard to home owners. Increased traffic will bring congestion to a new high. Home owner and family safety will be compromised, neighborhood children will be at risk as they go and come from school while catching the bus. Elderly residents will be at further risk as Palomar students dash to class through our community.

The fact that there was little or no serious thought given to the entrance and exit from the facility is mind boggling. Having the limited size and number of entrances is in my opinion not in the best interest of your school or the residents of Westwood. Parking for your students was not well planned at all. This will be a disaster that has no remedy short of moving to a different location.

I12-1

Worked at Mount Carmel and Poway unified for over 30 years and fully understand your needs but also what effect a campus has on a neighborhood.

I ask that you abandon the plan and use better sense and find a location with all that you need, the RB location does not fit.

Thanks
 Greg Birch
 Westwood resident for over 25 years.

Response to Letter I12

- I12-1** See response to comment I3-1 for a general discussion of traffic. See response to comment I8-4 for a discussion regarding safety/emergency. See response to comment I8-2 for discussion regarding pedestrian safety. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I4-1 for a discussion of secondary project access.

Letter I13 Elena Brandstein

May 8th, 2016

Dennis Astl
 Palomar Community College District, San Marcos Campus
 1140 West Mission Road
 San Marcos, Ca 92069-1487
 dastl@palomar.edu

RE: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Report

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood -Westwood. I13-1

The first response is to request the **NO PROJECT ALTERNATIVE**. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately take into consideration our wonderfully planned community. Adequate and reasonable parking for the anticipated needs on site is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, is unacceptable as it will change the nature of our community and allow a substantial traffic to pass through residential streets. The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, minor traffic, safe pedestrian cross walks, kids playing in the street and cycling enthusiasts. We do not want Palomar students parking on our streets or cutting through the neighborhood to avoid traffic, it is naïve to think this will not happen in the age of Google Maps and Waze. I13-2

Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough free parking spots on the campus will create a drain and ill-rapport in the community. There are 792 current parking spots with at least 1500 people attending this site daily. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. **I urge Palomar and the Planning authorities to build more free parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles.** I13-3

On top of the above a **secondary access** should be made for traffic congestion and **not** be an alternative suggestion. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. Although the traffic study conducted for this review indicates that it will not impact the roads significantly this study has not taken the added traffic from businesses already operating around Westwood as Phil's and ones that a supposed to become operational in the very near future such as Sharp. The traffic increase is already significant to our community and increased traffic from 1,500 – 3,500 additional individuals all driving through our neighborhood and /or on the exit road from our neighborhood will add to congestions and safety issues we are already suffering from. Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? I13-4

As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. Building a **transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.** A bus stop could be placed on Via Tazon close to the second access road as well. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

I13-5

Thank you for recognizing that your business will impact our community. **Please provide extra parking spots, the Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community.** We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

I13-6

Respectfully,
Elena Brandstein
Carranza Dr
Rancho Bernardo-Westwood Resident

Response to Letter I13

I13-1 This comment is an introduction to the comment letter. No response is required.

I13-2 See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I8-4 for a discussion regarding safety/emergency. See response to comment I8-2 for discussion regarding pedestrian safety.

The No Project Alternative would be infeasible because it would preclude PCCD from providing adequate capacity to accommodate the total projected increase in student enrollment for the southern region. Additionally, under the No Project Alternative the other PCCD facilities would be forced to serve higher enrollment rates than projected in order to accommodate the total projected increase in student enrollment, which would result in a physical strain on the facilities themselves as well as the faculty. The No Project Alternative is detailed in Section 6.4 of the EIR.

I13-3 See response to comment L1-12 for a discussion of on and off-street parking.

I13-4 See response to comment I4-1 for a discussion of secondary project access. See response to comment L1-19 for a discussion of added traffic from surrounding businesses, such as Phil's BBQ. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I8-4 for a discussion of disruptions to emergency response plans. See response to comment I8-2 for discussion regarding pedestrian safety.

I13-5 See response to comment L1-10 for a discussion of shuttle service to the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project. See response to comment L2-7 for discussion regarding a bus stop at the project site.

- I13-6** This comment provides summary closing comments to the comment letter. Comments regarding parking, alternative access, and transit have been addressed above in comments I13-2 through I13-5. No further response is required.

Letter I14 Nancy Canfield

May 8, 2016

Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response-3rd Draft

Thank you for looking into alternative options for the PCCD that will be located near Westwood.

My concerns have been and continue to be the safety of our families, particularly children on their way to and from Westwood Elementary School, or enjoying their community. We envision hundreds of students from Palomar entering and exiting the **single entrance/exit** of Palomar on to RB Road and large numbers of them cutting across, through Matinal. This is the road that leads downhill to the Westwood Elementary School. Small crossing guards oversee dozens of children crossing in the morning, and after dismissal. Parents walk their children along this route, often pushing a baby carriage or walking a dog, and children walking alone. After school hours, other children ride bikes and skateboards along this route.

I14-1

In addition, the parking in Westwood has been an utter nightmare for the residents along Poblado, and it's feeder roads for TEN YEARS, due to Waterbridge residents. Very little has been done to help. Our Elected officials hold up their hands and say they can do nothing. That is what we expect if Palomar starts deluging Westwood from the other end. We now have Phil's BBQ to contend with, driving dozens of people to park in the same clogged Poblado artery.

I14-2

What can you do? Simple! Create an exit and entrance through the back of the college. We've heard all the excuses, but the first time there is a crisis up there, such as a fire, or a bomb scare, and no one can get in or out, including emergency vehicles, you will be forced to find a way, as part of a law suit. Find it now! I know that Dave Roberts, County Supervisor for this district, has been consulting with you on this matter. He has been the only one who has genuinely attempted to help.

I14-3

This is my issue. There are others, but I will leave those to other residents to articulate. Save our children from harm, if not our neighborhood.

Sincerely,
Nancy Canfield
Westwood Resident

Response to Letter I14

- I14-1** See response to comment I4-1 for a discussion of secondary project access. See response to comment I8-2 for a discussion regarding pedestrian safety. Pedestrian safety is address in Section 4.8.1.6 in the EIR.
- I14-2** See response to comment L1-19 for a discussion of added traffic from surrounding businesses, such as Phil's BBQ. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment L1-12 for a discussion of on and off-street parking.
- I14-3** See response to comment I4-1 for a discussion of secondary project access. See comment to response I8-4 for a discussion regarding emergency access.

Letter I15 Luke Chen

From: Luke Chen [mailto:lukerchen@sbcglobal.net]

Sent: Sunday, May 08, 2016 9:36 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@palomar.edu

Cc: assemblymember.maienschien@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov; BDennessy@sandiego.gov

Subject: Vote for the No Project Alternative for PCCD South Education Center

Dear Dennis Asti and the Palomar College Governing Board,

As the owner and occupant of 17047 Matinal Road, San Diego, 92127, I am appalled and furious at the following statement found in the Palomar College EIP found in the March 2016 4.8.3.5 TRANSPORTATION AND TRAFFIC, PCCD South Education Center EIR Page 4.8-34:

"A parking occupancy count was conducted during typical peak times for campus activity. The results of the occupancy count indicates that, at most, 27 percent of the supply was occupied by parked vehicles. As such, there is a large amount of existing on-street parking available within the Westwood community. Therefore, implementation of the proposed project would not result in inadequate parking supply on site or off site. "

"Mitigation Measure: Impacts related to parking capacity would be less than significant without mitigation; therefore, no mitigation measures are required."

I15-1

HOW DARE MY STREET AND NEIGHBORHOOD BE CONSIDERED A SOURCE FOR OVERFLOW PARKING FOR A COLLEGE! How would you like the residential street you live on serve as an overflow parking for a college and be filled with student cars coming, parking, and going every day?! Imagine what that will do to your property value!

Westwood was designed to be a neighborhood where residents can enjoy a peaceful, uncongested lifestyle. This is why residents such as myself live there. It was not designed or intended to be an urban, city-center community of high traffic and street corner to street corner of parked cars. This or anything close to it is not what we want to become by any stretch of the imagination.

Another ridiculous statement is found on EIR Page 4.8-29

"While the travel time study shows a slight increase in the amount of time it would take to travel from project site to the Duenda Road/West Bernardo Drive intersection using West Bernardo Drive and Rancho Bernardo Road, it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Matinal Road as a "cut-through" route since they would need to be familiar with the local streets. For drivers who are familiar with the area, a reduction in travel time of 36 seconds is relatively small and considered insignificant."

I15-2

First of all, **perception is reality** in this case. When students are rushing to or from school, if they perceive that Matinal Road is a shorter route or that the Rancho Bernardo-West Bernardo intersection is too congested, they will take the cut-through route through Matinal Road even if it saves them only 36 seconds. **How can the writers of the EIR presume they know what will be in the minds of the student drivers?** The EIR is clearly biased to favor the project.

Furthermore, the EIR fails to report that Westwood Elementary School is on Matinal Road where hundreds of students and parents cross Matinal Road each school day. Cut-through traffic from those who work in the office parks to the west of the proposed college site is already a problem on Matinal Road. At least it is currently limited to rush hour times. However, student cut-through traffic will persist throughout the day and create more hazards to residents and students as well as increased noise pollution. Imagine what could happen when young drivers are in a rush to get to class driving through a school zone during a school day!

I15-3

Given the increased traffic and parking problems and problems with emergency egress I implore you to vote for the NO PROJECT ALTERNATIVE. Find a site that is not directly adjacent to a residential area for the college. Find one embedded in the many office parks in the area or undeveloped areas in south Escondido. You do not have the right to ignore the desire and rights of 1000's of residents in Westwood such as myself.

I15-4

Sincerely,
Dr. Luke Chen
Matinal Road
San Diego, CA 92127

Response to Letter I15

I15-1 See response to comment L1-12 for a discussion of on and off-street parking.

I15-2 See response to comment I3-1 for a general discussion of traffic including cut-through traffic.

I15-3 See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I8-2 for a discussion regarding pedestrian safety.

As described in Section 5.1, the proposed project is not located within one-quarter mile of a primary or secondary school. The closest school is Kinderhouse Motessori School located 0.3 mile from the project site. Matinal Elementary is approximately one-half mile away. Schools outside of one-quarter mile are not reported in the EIR analysis per CEQA guidelines Section 21151.4.

As described in Section 4.6.3 of the DEIR, with implementation of the proposed project, noise levels along Rancho Bernardo Road would continue to meet or exceed the applicable noise compatibility threshold. Additionally, the project would not result in any discernable increase in noise level compared to existing conditions or conditions without the proposed project. The project would also not result in any increase in noise level on Via Del Campo or West Bernardo Drive. Therefore, the project would not result in a significant traffic noise impact under the Near-Term plus Project scenario.

I15-4 See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative.

Letter I16 George Chial

From: George Chial [mailto:gchial2010@gmail.com]
Sent: Saturday, May 07, 2016 7:02 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: Palomar College RB

Dear Mr. Asti,

As a 20 year resident of the Westwood neighborhood specifically 1 block from the College entrance off Matinal. I am gravely concerned with section 4.8.3.5 from the environmental impact report completed on be half of the College. In addressing the insufficient parking for the College, my home my neighborhood is identified as off-site parking to the magnitude of over 500 cars. As an educator myself I am acutely aware of the challenges of balancing all of the variables involved with "school" buildings. I am currently in the middle of adding a 20,000 square foot building to our existing school facility. If this EIR is representing the plans and sentiments of the College accurately I respectfully ask that you would reconsider all other alternative solutions for the College. If the information I have accessed is incorrect or the plans of the College differ please communicate that to me and I will review accordingly.

I16-1

Thank You for your time.

Sincerely
 George Chial
 Capilla Road
 S.D. CA 92127

Response to Letter I16

- I16-1** See response to comment L1-12 for a discussion of on and off-street parking and refer to response to comment to I7-1 regarding discussion of project alternatives.

Letter I17 Doug Clark

From: Doug Clark [mailto:dclark1954@hotmail.com]
Sent: Wednesday, April 06, 2016 12:22 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Cc: Doug Clark <dclark1954@hotmail.com>
Subject: PCCD Rancho Bernardo Campus

Mr. Astl,

I am responding to the call for comments regarding the proposed PCCD Rancho Bernardo campus. As a resident of Westwood for 25 years, I want to express my concern regarding what seems like an inadequate amount of on-site parking on the proposed campus, and what seems like a huge mistake to have only one point of access for the campus.

I17-1

First, if I understand the DEIR correctly, the site plan is for the PCCD to create a 574-space parking structure, and another 218 surface parking spaces (total of 792 parking spots). This may or may not be adequate for the initial 1,031 FTES projection. But what parking is planned IN ADVANCE as the campus moves toward its projected capacity of 3,470 FTES?

I17-2

Secondly, it seems very short-sighted to have only one access road to the campus. Students who do not want to "fight the funnel" of that one point of entry/exit will no doubt park across Rancho Bernardo Rd. in the neighborhood off Matinal Rd. These streets – my community – already are full enough. ***There is no room for more cars in our neighborhood.***

I17-3

The PCCD can hardly expect the enthusiastic support of local citizens of Westwood, who live in the neighborhood across from the proposed campus, without clearly planning for better traffic flow and more adequate parking.

I17-4

I look forward to hearing how the PCCD is responsibly addressing these issues. Ignoring them at the expense of our community is hardly a just solution.

Respectfully,
 Doug Clark
 Ardisia Ct.
 San Diego, CA 92127
dclark1954@hotmail.com

Response to Letter I17

- I17-1** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I4-1 for a discussion of secondary project access.
- I17-2** As described in Section 3.4 (Project Description) of the DEIR, the project site is currently developed with 792 existing parking spaces provided by a 574-space parking structure and 218-space surface lot, previously constructed for the existing office land use. In addition, the proposed project is projected to serve 1,000 full-time equivalent students (FTES) at opening day and would accommodate 2,000 FTES at maximum capacity, not 3,470 FTES as referenced in the comment letter. See response to comment L1-12 for a discussion of on and off-street parking.
- I17-3** See response to comment I4-1 for a discussion of secondary project access. See comment L1-12 for discussion regarding on and off-street parking. See response to comment I3-1 for discussion regarding general traffic issues.
- I17-4** This comment provides closing comments to the comment letter. Concerns regarding traffic and parking has been addressed above in comments I17-1 through I17-3. No further response is required.

Letter I18 Marijo Clemons

May 9, 2016

Dennis Astl
 Palomar Community College District, San Marcos Campus
 1140 West Mission Road
 San Marcos, Ca 92069-1487
 dastl@palomar.edu

RE: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Report

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood. I am appreciative to the individuals that have continued to bring this topic to us here locally in Westwood, as we are the residents these proposals directly affect. I do not know why the board or any entity would hold public meetings about projects located outside of the immediately affected areas. I was informed that there were no public meetings here in Westwood, nor Rancho Bernardo for that matter!

I18-1

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, raises a red flag very high with our community and families.

I18-2

Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Why not use our tax payer dollars which support Prop M and build adequate parking on this site.

I18-3

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. I don't know the exact parameters used for the traffic studies but I can attest to every single conversation with Westwood Residents that ever try to turn left onto RB Road from Olmeda that it is both dangerous and quite often near impossible for minutes on end. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

I18-4

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. For Long-Term Intersection Operations, how can the Delay change decrease? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007.

I18-5

Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

I18-6

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site".) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community. Please be aware that our Westwood Community has been part of very poor government planning for two major builds/remodels that are currently in the spotlight and are bringing rightfully due negative criticism about our city planning boards, oversight, companies/entities, and all the individuals that are supposed to be looking out for us.

I18-7

Respectfully,
Marijo Clemons

Response to Letter I18

- I18-1** On August 17, 2015 PCCD distributed the first Notice of Preparation (NOP) for the proposed EIR. During the NOP review period, consistent with CEQA Guidelines Section 15083, a public scoping meeting was held prior to the release of the DEIR on August 26, 2015 at the Poway Branch Public Library.
- I18-2** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-12 for a discussion of on and off-street parking, including cumulative parking impacts.
- I18-3** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment I8-1 for discussion regarding pedestrian safety. See response to comment I8-2 for discussion on ADA compliance of the project. See response to comment L1-12 for a discussion of on and off-street parking, including cumulative build-out parking capacity and supply. See response to comment L1-10 for a discussion of carpool and vanpool, and shuttle service to the project site. See response to comment L2-7 for discussion regarding transit access at the project site. See response to comment I8-2 for a general discussion regarding pedestrian safety.
- I18-4** See response to comment I4-1 for a discussion of secondary project access. See response to comment L2-7 for a discussion of transit access at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project.
- I18-5** See response to comment I4-1 for a discussion of secondary project access. See response to comment L2-7 for a discussion of transit access at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project. See response to comment I8-4 for a discussion of disruptions to an adopted CMP and emergency response plans.
- I18-6** See response to comment L1-10 for a discussion of shuttle service to the project site. See response to comment L2-7 for a discussion of transit access at the project site.
- I18-7** This comment provides closing comments and a summary of comments provided. A discussion of project access, parking, is provided above in comments I18-2 through I18-6. No further response is required.

Letter I19 Susan Crane

From: Susan Crane [mailto:susancrane@att.net]
Sent: Saturday, March 26, 2016 4:30 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: Proposed site in Westwood

I think your proposed extension of Palomar in the Westwood community of San Diego was made without consideration of the traffic congestion incurred. A poor selection! Please do not come to this neighborhood. **I19-1**

Susan Crane

Response to Letter I19

I19-1 See response to comment I3-1 for a general discussion of traffic.

Letter I20 Gerald Cunningham

From: Gerald Cunningham [mailto:gerald.cunningham@sbcglobal.net]

Sent: Monday, May 09, 2016 6:21 PM

To: Astl, Dennis D. <dastl@palomar.edu>

Subject: Resident Response

Mr. Astl

It appears that Palomar College intended using residential parking in our community all along despite statement made by Palomar representatives. I feel this is a massive deception to our community by Palomar College. My formal response is attached. **I20-1**

May 8, 2016

Dennis Astl

Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response-3rd Draft

Thank you for looking into alternative options for the PCCD that will be located in my community.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impaction is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS. **I20-2**

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected. **I20-3**

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6th one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating **I20-4**

SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

**I20-4
cont.**

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop close enough either. Between these two entities, a bus route and bus stop or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-effective manner.' Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that 'it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can't sit still. Please implement TRA-2.

I20-5

In conclusion, section 4.8.2, states that SAFETEA-LU gives states 'and local transportation decision makers more flexibility for solving transportation problems in their communities'. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The 'project site being strategically located in the southern range of the District to target an underserved population with the District's boundaries' is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

I20-6

Sincerely,
Gerald Cunningham
Westwood Resident

Response to Letter I20

- I20-1** See response to comment L1-12 for a discussion of on and off-street parking.
- I20-2** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-14 for a discussion of the analysis of traffic impacts of the Bernardo Center Drive Alternative.
- I20-3** PCCD was notified about the appendices not being available online on March 25, 2016, the start date of the public review period for the Recirculated DEIR. PCCD then posted the appendices on its website the same day, March 25, 2016, before 3:00 p.m. The EIR in its entirety, including Appendix H Parking Analysis, was made available to public at the link (<http://www2.palomar.edu/pages/propm/environmental-impact-reports/>) that was provided in the public notice March 25, 2016, onwards for the entire public review period. See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1.

Additionally, a review of the SANDAG select zone assignment computer model indicated one percent of project traffic (33 ADT in Opening Day and 68 ADT at maximum enrollment in year 2035) would be oriented to/from the community of Westwood via Matinal Road. However, for purposes of being conservative based upon the potential for “cut-through” trips through the residential community, this percentage was doubled to 2 percent of project trips. The likelihood of trips utilizing Matinal Road would be to the result of one of two factors: (1) People living in the Westwood community who would attend the North Education Center; or (2) People oriented further north that would “cut-through” the Westwood community to reach the project site. For further discussion regarding the Traffic Study and Matinal Road see Section 4.8.3 of the EIR.

- I20-4** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment L2-7 for a discussion of mitigation measure TRA-4. As no credit was taken for trip reduction from TDM measures in traffic analysis, mitigation measure TRA-4 has been removed and TDM has been moved to Chapter 3 (Project Description). PCCD would annually certify that the TDM measures included in the Project Description are being implemented. Please refer to the project mitigation, monitoring and reporting program regarding implementation of mitigation measures.
- I20-5** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic.

Letter I21 Elaine Ford

From: egrandee@gmail.com [mailto:egrandee@gmail.com]

Sent: Sunday, May 08, 2016 8:29 PM

To: Astl, Dennis D. <dastl@palomar.edu>

Subject:

Thank you for looking into alternative options for the PCCD that will be located in my community.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impactation is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS.

I21-1

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected.

I21-2

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6th one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

I21-3

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop close enough either. Between these two entities, a bus route and bus stop or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-

I21-4

effective manner.’ Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that ‘it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can’t sit still. Please implement TRA-2.

**I21-4
cont.**

In conclusion, section 4.8.2, states that SAFETEA-LU gives states ‘and local transportation decision makers more flexibility for solving transportation problems in their communities’. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The ‘project site being strategically located in the southern range of the District to target an underserved population with the District’s boundaries’ is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

I21-5

Sincerely,
p.elaine ford
Westwood Residents

Response to Letter I21

- I21-1** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative.
- I21-2** See response to comment I20-3 for location and availability of the Appendix H Parking Analysis. See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1. See response to comment L1-3 and L1-9. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted.
- I21-3** See response to comment L1-12 for a discussion of on and off-street parking.
- I21-4** See response to comment L2-7 for a discussion of mitigation measure TRA-4. See response to comment L3-1 for general discussion of traffic including cut-through traffic. Please see response to comment I18-2 for a discussion of ADA requirements. See response to comment I8-2 regarding pedestrians and pedestrian safety. Please refer to response to comment I20-4 regarding implementation of TRA-2 and TDM measures.
- I21-5** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic.

Letter I22 C.A. Ghrer

From: ejones49@san.rr.com [mailto:ejones49@san.rr.com]
 Sent: Monday, May 09, 2016 9:12 AM
 To: Astl, Dennis D. <dastl@palomar.edu>
 Subject: Palomar College EIR

9 May 2016

Dennis Astl
 Palomar Community College District, San Marcos Campus
 1140 West Mission Road
 San Marcos, CA 92069-1487
 dastl@palomar.edu

RE: The PALOMAR COLLEGE EIR

Dear Committee,

This letter is in regard to the Environmental Impact Report for the Palomar College South Campus that will be located in my community near my neighborhood in the Westwood area.

The EIR's traffic analysis about the transportation and traffic issues are definitely in need of further review. The impact to the Westwood Community for these issues WILL BE immense from the staff/student traffic and parking. It seems that the initial statement for adequate on-site parking is quite false and that now a mention of 511 available off-site parking spaces in my Westwood area are now indicated.

I22-1

Having owned a home on Matinal Road for 40 years, I have seen the road from its beginning as one with a dead-end that was extended due to additional housing in the Westwood Community to one that is now a "virtual freeway." And, this community does not need any more traffic that will impact the already "speeding" traffic that exists. Also, off-site parking for the college will take away almost all of the residents parking spaces in front of their homes which are already limited; create more uses of private driveways as public turn-a-rounds which also happens too frequently as it is; create more accident prone happenings with residents who pull into their driveways with speeding vehicles in close proximity right behind-----literally on their bumpers.

I22-2

Also, the mention of Matinal Road as a "cut-through" not happening is a myth as that has been going on for some years and, as such as previously mentioned, has made our road a "virtual freeway" and unsafe with speeding traffic. Families living in Westwood, children walking to and from the local school, bus stops for school children on Rancho Bernardo Road near Matinal Road, should be of great concern for changing the ingress/egress to the college.

I22-3

The whole issue of the impact on the Westwood Community, especially Matinal Road needs much more review as it does not reflect "neighborly" at all.

Regards,
 C. A. Ghrer
 Westwood Resident, Rancho Bernardo
 ejones49@san.rr.com

Response to Letter I22

- I22-1** See response to comment I3-1 for a general discussion of traffic. See response to comment L1-12 for a discussion of on and off-street parking.
- I22-2** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 regarding general traffic issues.
- I22-3** See response to comment I4-1 for a discussion of general safety issues. See response to comment I3-1 regarding general traffic issues including cut-through traffic. See response to comment I8-2 regarding pedestrian safety.

Letter I23 Denis & Danielle Grady

From: The Gradys [mailto:dnlgrady@aol.com]
 Sent: Monday, May 09, 2016 9:11 PM
 To: Astl, Dennis D. <dastl@palomar.edu>
 Subject: Environmental Impact Report for the Palomar College South Campus

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood. I am appreciative to the individuals that have continued to bring this topic to us here locally in Westwood, as we are the residents these proposals directly affect. I do not know why the board or any entity would hold public meetings about projects located outside of the immediately affected areas. I was informed that there were no public meetings here in Westwood, nor Rancho Bernardo for that matter!

I23-1

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, raises a red flag very high with our community and families.

I23-2

Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Why not use our tax payer dollars which support Prop M and build adequate parking on this site.

I23-3

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. I don't know the exact parameters used for the

I23-4

traffic studies but it can attest to every single conversation with Westwood Residents that ever try to turn left onto RB Road from Olmeda that it is both dangerous and quite often near impossible for minutes on end. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

**I23-4
cont.**

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. For Long-Term Intersection Operations, how can the Delay change decrease? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007.

I23-5

Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

I23-6

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site".) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community. Please be aware that our Westwood Community has been part of very poor government planning for two major builds/remodels that are currently in the spotlight and are bringing rightfully due negative criticism about our city planning boards, oversight, companies/entities, and all the individuals that are supposed to be looking out for us.

I23-7

Respectfully,
Rancho Bernardo-Westwood Home Owner & Residents,
Denis & Danielle Grady

Response to Letter I23

- I23-1** See response to comment I18-1 for a discussion of public scoping.
- I23-2** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-12 for a discussion of on and off-street parking.
- I23-3** See response to comment L1-10 for a discussion of transit access at the project site. Please see response to comment I18-2 for a discussion of ADA requirements. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I8-2 for a general discussion regarding pedestrian safety.
- I23-4** See response to comment I4-1 for a discussion of secondary project access. See response to comment I8-3 for general discussion regarding entrance through the Sharp Medical Office property. See response to comment L2-7 for general discussion regarding a bus stop at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project.
- I23-5** See response to comment I4-1 for a discussion of secondary project access. See response to comment I8-4 for a discussion of disruptions to an adopted CMP and emergency response plans.
- I23-6** See response to comment L2-7 for a discussion of transit access at the project site.
- I23-7** This comment provides closing comments and a summary of comments provided. A discussion of project access and transit is provided in responses I23-2 through I23-6. No further response is required.

Letter I24 Elizabeth Gutschow

May 9, 2016

Dennis Astl
 Palomar Community College District, San Marcos Campus
 1140 West Mission Road
 San Marcos, Ca 92069-1487
 dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response-3rd Draft

Thank you for looking into alternative options for the PCCD that will be located in my community.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impactation is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS.

I24-1

As I stated in my letter dated December 7th, 2015, we need to preserve our community. All other businesses around have their own free parking and so should the Palomar College Rancho Bernardo location. Think about the community you are impacting before making decisions like charging for parking. We should not be impacted by businesses (customers, employees) parking in our community. It is not fair to us. This was originally set up as a business park to be all encompassing, and should be treated as such.

I24-2

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected.

I24-3

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6th one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

I24-4

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop close enough either. Between these two entities, a bus route and bus stop or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-effective manner.' Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that 'it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can't sit still. Please implement TRA-2.

I24-5

In conclusion, section 4.8.2, states that SAFETEA-LU gives states 'and local transportation decision makers more flexibility for solving transportation problems in their communities'. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The 'project site being strategically located in the southern range of the District to target an underserved population with the District's boundaries' is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus, not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

I24-6

Sincerely,
Elizabeth Gutschow
Rancho Bernardo -Westwood Resident

Response to Letter I24

- I24-1** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-14 for a discussion of the analysis of traffic impacts of the Bernardo Center Drive Alternative.
- I24-2** See response to comment L1-12 for a discussion of on and off-street parking.
- I24-3** See response to comment I20-3 for location and availability of the Appendix H Parking Analysis. See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1. Refer to Section 4.8.1.2 for further discussion of traffic. See response to comment L1-3 and L1-9. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted.
- I24-4** See response to comment L1-12 for a discussion of on and off-street parking including parking fees. Regarding the alternative projects, the Bernardo Center Drive Alternative would result in increased impacts to all resource areas analyzed, and the No Project Alternative is unfeasible because it would preclude PCCD from providing adequate capacity to accommodate the total projected increase in student enrollment for the southern region.
- I24-5** See response to comment L2-7 for a discussion of mitigation measure TRA-4 and transit access. TRA-4 has been omitted as a mitigation measure and moved to the Project Description as no credit was being taken for trip reductions through TDM in the project's traffic analysis. PCCD would annually certify that the TDM measures included in the Project Description are being implemented. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project. See response to comment L1-3 and L1-9. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. Please see response to comment I18-2 for a discussion of ADA requirements. See response to comment I3-1 for a general discussion of traffic including cut-through traffic.
- I24-6** This comment provides closing comments and a summary of comments in comments I24-1 through I24-5. No further response is required.

Letter I25 Beverly Libby Ha

From: Libby Ha [mailto:havanesebyha@yahoo.com]
 Sent: Friday, May 06, 2016 12:22 AM
 To: Astl, Dennis D. <dastl@palomar.edu>
 Subject: Palomar College concerning my neighborhood

Dear To Whom It May Concern,

I am so upset with you moving into my neighborhood and how it is going to impact my 4 small children and my husband living just down the street from your proposed site. This is going to be such a danger to my family with college students parking out in front of my home and racing around on Westwood streets! Please relocate somewhere other than a family residential community. This is not fair to the 250+ families in this community and I bet you wouldn't want it in your neighborhood.

If you are not going to stop coming then at least reroute the school traffic away from the residential housing and make the lights a one way street only into your college and not through Westwood neighborhood. Also do what other good colleges do and build a parking structure to hold all of your commuter parking and charge the students a parking fee, don't use my neighborhood for your parking needs - that is just wrong! Again, how would you feel if you came out every morning, afternoon, and evening and you can't even have a friend come over because students are always parked out in front of your home or you can't even park your own car out in front - that is just not nice and it will impact so many families.

Please have a heart and think how this would impact your family if a college moved in your neighborhood.

Thank you,
 Beverly

I25-1

Response to Letter I25

I25-1 See response to comment I3-1 for a general discussion of traffic. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I4-1 for a general discussion of safety concerns in the project area. See response to comment I8-2 regarding pedestrian safety.

Letter I26 Dave Hunt

May 8th, 2016

Dennis Astl
 Palomar Community College District, San Marcos Campus
 1140 West Mission Road
 San Marcos, Ca 92069-1487
 dastl@palomar.edu

RE: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Report

Hello Dennis,

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood. I am appreciative to the individuals that have continued to bring this topic to us here locally in Westwood, as we are the residents these proposals directly affect. It would have been appreciated if public meetings about this project had been held within the immediately affected areas, but at least we can ask questions via email.

I26-1

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft.

I26-2

I know you will receive many more responses and that many of those will cover a wide range of concerns, which I largely agree with as a homeowner in Westwood.

However, I would like to focus on a single question first: How can the draft EIR be considered complete if it doesn't address the issue of parking permit fees?

We doubt there really will be enough parking available on campus but even if enough spots are available many of those will not be used if Palomar charges for parking permits. Will parking be open for all (no nearby businesses anyway so this could work), or will it be included in registration fees, or will Palomar charge extra as seems to be the norm at other locations? If an extra fee is charged you can be certain that many students will choose to park on nearby streets and walk across RB Rd to save money. This seems very obvious but it's not addressed at all in the draft EIR even though it will certainly have a significant impact to the residents that bought homes on the streets nearest the proposed location.

I26-3

Please let us know if Palomar has an answer to this question, and please help us make sure it's considered in any future EIR's.

Also, please note that we do not think we live close enough to the proposed location to be directly affected by parking on our street. We do, however, support our fellow neighbors who have already been affected by the Waterbridge condo conversion and more recently, Phil's BBQ. In both those cases the review process and the City of San Diego has not protected us as homeowners & instead has catered to developers and business owners.

I26-4

Thanks,
 Dave Hunt

Response to Letter I26

- I26-1 See response to comment I8-4 for discussion of public scoping.
- I26-2 See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-12 for a discussion of on and off-street parking.
- I26-3 See response to comment L1-12 for a discussion of on and off-street parking including parking fees. In addition, a detailed discussion of the impacts of a parking fee on the proposed campus is provided in the Parking Impact Analysis Memo included as Appendix H of the EIR and summarized below.

Given the likelihood that the project will impose a parking permit fee in the future, there is the potential for students to instead choose to park in the nearby residential areas. As part of the parking analysis, an off-site/on-street parking demand study was conducted in the nearby community of Westwood. This community is in close proximity to the campus and although adequate supply is provided on campus, students may choose to forgo paying for the parking permit and park in the residential community. A parking occupancy count was conducted during typical peak times for campus activity. The results of the counts indicate that at most, 27% of the supply was occupied by parked vehicles, leaving an adequate supply of on-street parking available for students, should they choose to park off campus. However, although there was ample parking observed within the Westwood community, the lack of walkability and connectivity of the neighborhood, and the changes in elevation along walking routes are likely to deter most students from parking off site. To conclude, the Palomar SEC satellite campus meets the published ITE requirements for providing on-site parking and although there is the possibility for students to park off-site in the local community, there is a sufficient supply of parking provided on local streets and the amount of students parking off-site would likely be nominal given the less than desirable walking conditions.

- I26-4 See response to comment L1-12 for a discussion of on and off-street parking.

Letter I27 Katie Hunter

From: Katie Hunter [mailto:wghunter@sbcglobal.net]
 Sent: Saturday, May 07, 2016 5:25 PM
 To: Astl, Dennis D. <dastl@palomar.edu>
 Subject: EIR Response

Here is my response and concern regarding this excerpt from the EIR

As such, there is a large amount of existing on-street parking available within the Westwood community. Therefore, implementation of the proposed project would not result in inadequate parking supply on site or off site.

I would like clarification as to: "there is a large amount of existing on-street parking available"

I27-1

At what time of day was the assessment done to determine the "large amount of parking"?

What area was included when you stated that there is a large amount. The entire Westwood community?

Parking is very limited in the evenings. Impossible as you get closer to West Bernardo.

Also-- Making a right and turn into Westwood, when coming up Rancho Bernardo road is dangerous. One must proceed slowly because you are at the crest of a hill (going down into Westwood) and can't see down where people may be parking or crossing. Westwood residents know this and proceed with caution. Students unfamiliar with this aspect may cause a deadly accident.

I27-2

Please respond to the questions above.

I would also respectfully request that no student parking be allowed in Westwood. Our neighborhood should not be used as a parking lot for Palomar college.

I27-3

--Katie Hunter

Response to Letter I27

- I27-1** See response to comment L1-12 for a discussion of on and off-street parking. In addition, refer to page 5 of Appendix H Parking Memorandum of the Final EIR for methodology of identifying the on-street parking study area and Appendix Table 1 for a detailed description of the Parking Impact Analysis.
- I27-2** See response to comment I4-1 for a general discussion of safety concerns in the project area and I8-2 regarding pedestrian safety concerns.
- I27-3** See response to comment L1-12 for a discussion of on and off-street parking.

Letter I28 Nancy Hylbert

From: Nancy Hylbert <nlthrb@gmail.com>
Date: 04/06/2016 7:49 PM (GMT-08:00)
To: "Perez, Ron" <rperez@palomar.edu>
Subject: Rancho Bernardo satellite college campus

Due to the projected increased traffic impact to Rancho Bernardo Road, West Bernardo Drive, freeway ramps, and neighboring streets, this is not a good site for a satellite campus. I think it will affect residents adversely.

I28-1

Nancy Hylbert
Rancho Bernardo resident

Response to Letter I28

I28-1 See response to comment I3-1 for a general discussion of traffic including cut-through traffic.

Letter I29 I Jankowsky

From: I Jankowsky [<mailto:ijankowsky@gmail.com>]
Sent: Sunday, March 27, 2016 10:42 AM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: New Campus in Rancho Bernardo

Regarding the proposed Palomar College campus in Rancho Bernardo, I believe the Rancho Bernardo Road entrance would be a mistake. The traffic is already a nightmare along RB Road, with the potential of adversely affecting the Westwood community with additional traffic and parking. The I-15 interchange at RB road is also so congested at the present time, that the additional traffic generated by a new Palomar College campus would only make matters much, much worse.

I29-1

Response to Letter I29

I29-1 See response to comment I3-1 for a general discussion of traffic including cut-through traffic.

Letter I30 Shari Johnson, U.S. Army Corps of Engineers

From: Johnson, Shari SPL [mailto:Shari.Johnson@usace.army.mil]
 Sent: Thursday, April 07, 2016 2:16 PM
 To: Perez, Ron
 Subject: Re: Palomar Community College District South Education Center Project

Dear Mr. Ballesteros-Perez:

It has come to our attention that you are evaluating the Palomar Community College District South Education Center Project.

This activity may require a U.S. Army Corps of Engineers permit.

A Corps of Engineers permit is required for:

a) structures or work in or affecting "navigable waters of the United States" pursuant to Section 10 of the Rivers and Harbors Act of 1899.

Examples include, but are not limited to,

1. constructing a pier, revetment, bulkhead, jetty, aid to navigation, artificial reef or island, and any structures to be placed under or over a navigable water;

2. dredging, dredge disposal, filling and excavation;

b) the discharge of dredged or fill material into, including any redeposit of dredged material other than incidental fallback within, "waters of the United States" and adjacent wetlands pursuant to Section 404 of the Clean Water Act of 1972. Examples include, but are not limited to,

1. creating fills for residential or commercial development, placing bank protection, temporary or permanent stockpiling of excavated material, building road crossings, backfilling for utility line crossings and constructing outfall structures, dams, levees, groins, weirs, or other structures;

2. mechanized landclearing, grading which involves filling low areas or land leveling, ditching, channelizing and other excavation activities that would have the effect of destroying or degrading waters of the United States;

3. allowing runoff or overflow from a contained land or water disposal area to re-enter a water of the United States;

4. placing pilings when such placement has or would have the effect of a discharge of fill material;

c) the transportation of dredged or fill material by vessel or other vehicle for the purpose of dumping the material into ocean waters pursuant to Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972;

d) any combination of the above.

An application for a Department of the Army permit is available on our website: https://urldefense.proofpoint.com/v2/url?u=http-3A_www.usace.army.mil_Portal_2_docs_civilworks_permitapplication.pdf&d=CwIFAg&c=cUkzcZGZt-E3UgRE832-4A&r=g9Vq-zcWRu8j3m7LzNG343OIMjV-HLAFh8D5P9QPaE&m=lmF6aZcCKqIRkfVYSDY_W2tEyVTzo75AftzJlrPVko&s=z6BMoJB4VSsRNgyMtYPoYwwqKAfpYwdSNqLBhSik12o&e= .

If you have any questions, please contact me (contact information below).

Shari Johnson, Regulatory Assistant
 U.S. Army Corps of Engineers, Los Angeles District Regulatory Division, Carlsbad Field Office
 5900 La Place Court, Suite 100
 Carlsbad, CA 92008
 Tel 760.602.4829; Fax 760.602.4848

I30-1

Response to Letter I30

I30-1 This comment notes that the proposed project may require a U.S. Army Corps of Engineers Permit for impacts to wetlands. As described in Section 4.3.1.2 of the DEIR, there is approximately 0.08 acres of disturbed wetland mapped within the northern portion of the project survey area (see DEIR Figure 4.3-1). Dominant plant species observed during surveys include toad rush (*Juncus bufonius*), curly dock, and Italian ryegrass (*Festuca multiflorum*). This habitat was found in association with an existing concrete-lined drainage ditch that transects the north and northwestern portions of the project area. This unnamed drainage feature supports disturbed wetland habitat but does not exhibit an ordinary high water mark (OHWM). Due to the lack of an OHWM, the unnamed drainage feature and associated wetlands would not fall under the regulatory jurisdiction of the USACE, RWQCB, and CDFW. No new construction is proposed in the area of this disturbed wetland and no permanent or indirect impacts to the disturbed wetland would occur.

Letter I31 Mike Kaine

From: Michael Kaine [mailto:mkaine44@icloud.com]
 Sent: Sunday, May 08, 2016 9:21 AM
 To: Astl, Dennis D. <dastl@palomar.edu>
 Subject: RB CAMPUS

I work in education and the easier we can make for students the better. Let's get that bus stop and dedicated turn signal up there. Let's make it a good deal for all involved.

I31-1

Regards,

Mike Kaine
 Westwood II
 Board of Directors, VP

SMILE !

Response to Letter I31

I31-1 See response to comment L2-7 for a discussion of a bus stop at the project site. See response to comment L1-6 for a discussion of a dedicated right/left turn out of the proposed project site.

Letter I32 Robin Kaufman, RBCC

May 1, 2016

Mr. Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, CA 92069-1487

RE: Comments on the Recirculated Draft Environmental Impact Report for Palomar Community College,
Rancho Bernardo Campus

Dear Mr. Astl:

The Rancho Bernardo Community Council appreciates the efforts the Palomar Community College District (PCCD) has taken to provide a thorough review of comments submitted by us, the Rancho Bernardo Planning Board, and residents during the first review of the Environmental Impact Report (EIR) in regard to the South Education Center in Rancho Bernardo.

I32-1

We recognize the time PCCD took to review and update the noise technical report, as well as the traffic analysis, and address our concerns pertaining to the potential impact on the adjacent residential development due to student and staff off-campus parking.

The Rancho Bernardo Community Council continues to have concerns regarding increased traffic and street parking in our community. In response to the Rancho Bernardo Community Council's initial comments, the PCCD has revised the cumulative impacts analysis pertaining to traffic circulation. PCCD has included in the study trips that will be generated by projected traffic from the Sharp Rees-Stealy medical building on West Bernardo Drive, Phil's BBQ on West Bernardo Drive, along with the Del Sur Shopping Center in Black Mountain Ranch. The Rancho Bernardo Community Council is requesting the following implementations:

I32-2

- that PCCD works directly with Metropolitan Transit System to develop an on campus transit stop which would reduce traffic congestion, as well as greenhouse gas emissions, benefitting both students and the surrounding residential community.
- that PCCD works with the City of San Diego's Transportation Engineering Operations to restripe the northbound approach to the campus at the Rancho Bernardo Road and Matinal Road intersection with a dedicated left-turn and right-turn lanes only, prohibiting through traffic, as well as the southbound approach with shared left-turn and right-turn lane, prohibiting through traffic.
- that PCCD works with the City of San Diego's Transportation Engineering Operations to restripe the northbound approach to the campus to provide a designated left turn lane, a through lane, and dedicated right turn-lane.

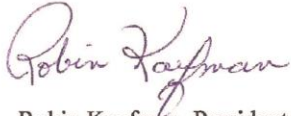
I32-3

Rancho Bernardo Community Council
Comment on the Palomar College Rancho Bernardo Campus EIR

The Rancho Bernardo Community Council appreciates being afforded an opportunity to submit comments on the recirculated draft EIR. We would greatly appreciate being notified of any future public comment opportunities.

I32-4

Sincerely,



Robin Kaufman, President
Rancho Bernardo Community Council

cc: City Councilmember Mark Kersey
Assemblyman Brian Maienschein

Response to Letter I32

- I32-1** This comment is an introduction to the comment letter. No response is required.
- I32-2** See response to comment L2-7 for a discussion of a bus stop at the project site. See response to comments L1-10 for discussion regarding shuttle service. See discussion L1-3 for general discussion regarding GHG.
- I32-3** See response to comment L1-6 for a discussion of a dedicated right/left turn out of the proposed project and other proposed traffic improvements.
- I32-4** This comment provides closing comments to the comment letter. No further response is required.

Letter I33 Councilmember Mark Kersey



COUNCILMAN MARK KERSEY

FIFTH DISTRICT
CITY OF SAN DIEGO

May 9, 2016

Palomar Community College District
Attn: Dennis Astl
1140 West Mission Road
San Marcos, CA 92069-1487

RE: Comments on the Recirculated Draft Environmental Impact Report for Palomar Community College, Rancho Bernardo Campus

Dear Mr. Astl:

As Councilmember for the Fifth District of the City of San Diego, I appreciate the opportunity to provide comments on the Recirculated Draft Environmental Impact Report (EIR) for Palomar Community College District South Education Center (SCH# 2015081039). This proposed project will directly impact the community of Rancho Bernardo, and my top priority is to ensure the safety and well-being of the community. After reviewing the Draft EIR, I have many concerns regarding this project, especially related to the lack of parking and traffic mitigation being proposed. The proposal in many cases is based on flawed information and leaves out significant impacts. Below is more detail regarding issues that have not been adequately addressed in the Draft EIR.

I33-1

As the City's Traffic Engineering Division stated in their comments, the reliance on on-street parking in the neighborhood is unacceptable. The Division indicated, "On-street parking in adjacent neighborhoods should not be assumed to be available to serve the project. Potentially, college parking fees could be included in class registration fees or other methods could be used to ensure that students use the onsite parking provided and not impact the surrounding neighborhood. Furthermore, if parking is assumed to occur in neighborhoods, indirect impacts (e.g., noise, traffic, lighting, etc.) should be analyzed as required under CEQA Guidelines 15126.2." This project should not rely on available on-street in the adjacent neighborhood of Westwood which is already heavily impacted by on-street parking. Additionally, due to the already impacted on-street parking, the adjacent community is working to establish a residential parking district which would limit parking in the neighborhood to residents only, making any on-street parking assumed in this plan unavailable.

I33-2

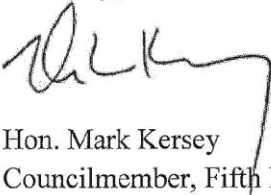
Traffic impacts to Rancho Bernardo Road/West Bernardo Drive must be revisited. The City's Traffic Engineering Division has indicated, "Rancho Bernardo Road should be evaluated at its ultimate adopted classification as a six-lane Major Road with a capacity of 50,000 ADT, not as a 6-lane Prime Arterial." This revision would result in additional project impacts over those identified in the EIR. **I33-3**

Contrary to what has been represented throughout this process, the City remains open to ensure that a second entrance to your property can be identified. This is a very important issue for residents of Rancho Bernardo, and I urge the District to continue working to find a solution that is acceptable to the community.

The City of San Diego's Planning Division staff has provided comments and a comprehensive analysis on the Recirculated Draft EIR for Palomar Community College District South Education Center, which identifies a multitude of other issues that must be revisited. **I33-4**

Without addressing the many parking and traffic shortcomings identified in the City's comments on the Draft EIR, I see no way for residents and the community to welcome the Palomar Community College District South Education Center to District Five. I urge you to continue to work with the Rancho Bernardo Community Council, the Rancho Bernardo Planning Board, and the community as a whole to tackle the many challenges this project faces.

Sincerely,



Hon. Mark Kersey
Councilmember, Fifth District
City of San Diego

cc: Laura Gropen, Communications Director, Marketing and Public Affairs Palomar College
Robin Kaufman, President, Rancho Bernardo Community Council
Mike Lutz, Chair, Rancho Bernardo Planning Board

Response to Letter I33

- I33-1** This comment is an introduction to the comment letter. No response is required.
- I33-2** See response to comment L1-12 for discussion of on and off-street parking and discussion on imposition of parking fees as part of course registration fees. As discussed in L1-12, PCCD is not relying on on-street parking to serve the proposed South Education Center for parking. The available parking proposed on-campus meets the parking requirements of the project and on-street parking analysis was provided in abundance of caution.
- I33-3** See response to comment LI-11 for discussion of the roadway classification of Rancho Bernardo Road. See response to comment I3-1 for general traffic discussion.
- I33-4** Responses to traffic and parking noted above. See response to comment I4-1 for discussion regarding discussion of second access for the project.

Letter I34 Heather Kingery

From: Dennis Kingery [mailto:dhkingery@hotmail.com]
 Sent: Monday, May 09, 2016 11:11 AM
 To: Astl, Dennis D. <dastl@palomar.edu>
 Subject: palomar and westwood

What else is there for anyone from our neighborhood to say? We have a safe and quiet neighborhood for our children to grow up in and we don't want to become your parking lot. We don't want to be a thoroughfare for your students. We don't want to have your students walking, parking and driving through our neighborhood. This will change the face of Westwood and affect our property values. Please do the right thing for us, your neighbor, and for our children.

I34-1

Respectfully and imploringly,
 Heather Kingery

Response to Letter I34

- I34-1** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I9-1 regarding effect on property values.

Letter I35 Nissi Little

From: Nissi Little [mailto:nissilittle@gmail.com]
Sent: Sunday, May 08, 2016 7:57 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: Palomar Extension Campus

Mr. Astl,

I am homeowner in Westwood that would be directly impacted by this project. I would like to state that I am for NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our family friendly community. I do not want any business in this area that will impact my neighborhood or my community with additional congestion and traffic.

I35-1

Should this project be moving forward please provide adequate parking on campus. I've witnessed parking within the community and near homes near Mesa College and other colleges like SDSU and it's a nightmare. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive.

I35-2

At the very least to help keep our playing children safe and those children at the bus stops on Rancho Bernardo road please have the city change the Matinal/rancho Bernardo road intersection to a right turn or left turn only intersection to reduce the traffic within our community. Considering, all the dangers to our small children playing in the yards of these homes on Matinal road and capilla road it is more than feasible to consider the No Project Plan or the Alternative Plan at Bernardo Center Dr.

I35-3

Thank you for your time,
 Nissi Little
 Concerned home owner.

Response to Letter I35

- I35-1 See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative.
- I35-2 See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and Bernardo Center Alternative.
- I35-3 See response to comment L1-6 for a discussion of a dedicated right/left turn out of the proposed project site. See response to comment I8-2 regarding pedestrian safety discussion. See response to comment I7-1 for discussion regarding the project alternatives.

Letter I36 Merri Lopez-Keifer, San Luis Rey Band of Mission Indians

SAN LUIS REY BAND OF MISSION INDIANS

1889 Sunset Drive • Vista, California 92081

760-724-8505 • FAX 760-724-2172

www.slrmissionindians.org

April 8, 2016

Ron Ballesteros-Perez
Asst. Superintendent/Vice-President
Finance & Administrative Services
Palomar Community College District
1140 West Mission Road
San Marcos, CA 92069

VIA ELECTRONIC MAIL
rperez@palomar.edu

RE: DECLINE TO CONSULT AND/OR PROVIDE WRITTEN
COMMENT REGARDING THE PALOMAR COMMUNITY
COLLEGE DISTRICT SOUTH EDUCATION CENTER PROJECT

Dear Mr. Ballesteros-Perez:

The San Luis Rey Band of Mission Indians (SLR) requested formal notice and information for all projects within your agency's geographical jurisdiction pursuant to Public Resources Code section 21080.3.1. On March 25, 2016 SLR received notification regarding the Palomar Community College District South Education Center.

The San Luis Rey Band of Mission Indians has reviewed the project information and declines to consult with, and/or provide formal written comments to, the Palomar Community College District regarding this project.

I36-1

Sincerely,



Merri Lopez-Keifer
Chief Legal Counsel
San Luis Rey Band of Mission Indians

Response to Letter I36

- I36-1** This comment letter acknowledges review of the project information and declines to provide any formal written comment. No further response is necessary.

Letter I37 Rancho Bernardo Community Planning Board**Rancho Bernardo Community Planning Board**

P.O. Box 270831, San Diego, CA 92198

www.rbplanningboard.com

April 21, 2016

Mr. Dennis Astl
 Palomar Community College District, San Marcos Campus
 1140 West Mission Road
 San Marcos, CA 92069-1487

RE: Comments on the Recirculated Draft Environmental Impact Report for the
 Palomar Community College District South Education Center

Dear Mr. Astl:

The Rancho Bernardo Community Planning Board (Planning Board) would like to acknowledge the efforts that the Palomar Community College District (District) has taken to provide a thorough analysis of the potential environmental impacts associated with the implementation of the South Education Center (proposed on 27 acres of graded and partially developed land at 11111 Rancho Bernardo Road in the Rancho Bernardo Industrial Park). We appreciate that the District has taken the time to update the traffic analysis and address the potential impacts to adjacent residents from students parking off campus to avoid parking fees. That being said, the Planning Board continues to have concerns regarding the consequences to the community of increased traffic and future demand for on street parking.

I37-1

On April 21, 2016, the Planning Board reviewed the recirculated draft Environmental Impact Report (EIR) prepared for the South Education Center and by a vote of 10-0-0, approved a motion to forward to the District the following comments regarding the recirculated draft EIR.

Noise – The recirculated draft EIR and the accompanying Noise Technical Report have addressed our previous concern regarding construction noise. Through compliance with the San Diego noise ordinance that limits construction to the hours of 7:00 a.m. and 7:00 p.m., the Planning Board's concern regarding construction noise would be adequately addressed.

I37-2

Transportation and Traffic – In response to the Planning Board's previous comments on the draft EIR, the District has revised the cumulative impacts analysis related to traffic circulation (Traffic Assessment of EIR Alternatives Traffic Impact Analysis prepared for the recirculated EIR). As requested by the Planning Board, the analysis has been updated to include trips that will be generated by new development occurring in the area including projected traffic generation from the new Sharp Rees-Stealy medical office building, Phil's BBQ, and Del Sur Shopping Center in Black Mountain Ranch. In addition, the analysis now assumes the standard SANDAG trip generation rate of 1.2 trips per student for community colleges.

I37-3

Rancho Bernardo Community Planning Board
Comment on the PCCD Southern Campus DEIR

Development of the site for industrial uses would be expected to generate approximately 3,300 ADT (average daily trips) based on the traffic analysis prepared for the site in 2005. Under the current proposal, the anticipated enrollment of 2,812 students at Opening Day is estimated to generate 3,374 ADT and a maximum enrollment of up to 5,625 students by Year 2035 would generate 6,750 ADT. The cumulative effects to traffic circulation at maximum enrollment would represent a significant adverse cumulative effect during the AM/PM peak hours to the intersection of Rancho Bernardo Road/West Bernardo Drive; Rancho Bernardo Road/Via Del Campo; and Rancho Bernardo Road/Matinal Road/Project Access. The Planning Board has considered the suggested mitigation measures to reduce impacts to below a level of significance at Rancho Bernardo Road/Via Del Campo and Rancho Bernardo Road/Matinal Road/Project Access and supports the following mitigation measures, which should be included in the project's Mitigation Monitoring and Reporting Program to ensure implementation:

I37-4

- Prior to Opening Day, reconstruct the median on the south leg of the Rancho Bernardo Road/Via Del Campo intersection and restripe the northbound approach within the existing paved width to provide a third lane (an exclusive left-turn lane), thru lane, and dedicated right-turn lane.
- Prior to Opening Day, restripe the northbound approach at the Rancho Bernardo Road/Matinal Road intersection with dedicated left-turn and right-turn lanes (with northbound thru movements prohibited) and the southbound approach with a shared left-turn/right-turn lane and southbound thru movement onto the project site prohibited. (The Planning Board does not support the alternative design that would accommodate through north/south movement at this intersection.)

In addition, the Planning Board requests that the District implement all aspects of the Transportation Demand Management Plan (TDM) described in the recirculated draft EIR in an effort to reduce traffic impacts during peak hours within the community, particularly at the intersection of Rancho Bernardo Road and West Bernardo Drive, as well as to reduce the potential for on-street parking issues in the future. We request that the TDM also include a proposal to work with the Metropolitan Transit System (MTS) to establish a transit stop on the campus, rather than along Rancho Bernardo Road. In addition, the TDM should include a requirement for periodic review of the effectiveness of the various measures included in the plan. Periodic reviews should include a presentation at the Planning Board to receive input from the community on what is working and where improvements might be needed. This will be particularly important if a parking fee is imposed on the students. Finally, the Planning Board would like to offer its support and assistance in working with MTS to improve transit connections between the community's regional transit center and the South Education Center, in addition to other areas in Rancho Bernardo.

I37-5

Parking – The inclusion of a parking analysis in the recirculated draft EIR helps to better define the potential on-street parking issues that could arise once parking fees are imposed on the campus, but does not reduce our concerns related to future impacts to Westwood residents. The Planning Board recommends that parking fees not be imposed at this site, but if they are, an analysis of the impact that these fees are having on the adjacent neighborhood

I37-6

Rancho Bernardo Community Planning Board
Comment on the PCCD Southern Campus DEIR

should be required within six months of fee implementation to determine if additional incentives for riding sharing and/or use of transit are needed to lessen impacts related to on street parking.

**I37-6
cont.**

The Rancho Bernardo Community Planning Board appreciates the opportunity to provide comments on the recirculated draft EIR and would appreciate notification of upcoming public hearings related to the project.

I37-7

Sincerely,



Mike Lutz, Chairman
Rancho Bernardo Community Planning Board

cc: City Councilmember Mark Kersey
Tony Kempton, City of San Diego Planning Department

Response to Letter I37

- I37-1 This comment is an introduction to the Rancho Bernardo Community Planning Board's letter. No further response required.
- I37-2 This comment notes that the proposed project will be consistent with the City of San Diego Noise Ordinance for construction activities, which limits outdoor construction activities to the hours of 7:00 a.m. and 7:00 p.m. No further response required.
- I37-3 This comment provides a general discussion of the assumptions used in the DEIR traffic analysis. No further response required.
- I37-4 See response to comment L1-6 for a discussion of proposed traffic improvements for the proposed project. Mitigation measure TRA-1 and TRA-2 have been included in the mitigation, monitoring and reporting program.
- I37-5 This comment requests that PCCD implement all aspects of the TDM with the addition of a requirement to for periodic review of the effectiveness of the various measures included in the plan including a presentation at the Planning Board to receive input from the community on what is working and where improvements might be needed. This comment also indicates that the Planning Board offers its support and assistance in working with MTS to improve transit connections between the community's regional transit center, the proposed project, and other areas in Rancho Bernardo.
- See response to comment I10-1 regarding general discussion on implementation of certain TDM measures and response to comment L2-7 for general discussion regarding transit service access to the project site. As no credit was taken for trip reduction from TDM measures in the traffic analysis, mitigation measure TRA-4 has been removed and TDM has been moved to the Project Description. PCCD will annually certify that the TDM measures included in the Project Description are being implemented. PCCD continually strives to actively engage with the community. PCCD would be pleased to interact with the Community Planning Group in the future.
- I37-6 This comment notes that the inclusion of a parking analysis in the Recirculated DEIR helps to better define the potential on-street parking issues that could arise once parking fees are imposed on the campus but does not reduce concerns about parking. This comment further recommends that parking fees not be imposed, but if they are, an analysis of the impact these fees are having on the adjacent neighborhood be completed within six months of the implementation of the fee. See response to comment L1-12 regarding discussion of parking fees.
- I37-7 This comment provides closing remarks to the comment letter. It does not raise a significant environmental issue addressed in the DEIR for which a response is required.

Letter I38 Carina Martin

From: llanikai@aol.com [mailto:llanikai@aol.com]
 Sent: Monday, May 09, 2016 4:19 PM
 To: Astl, Dennis D. <dastl@palomar.edu>
 Subject: Re: Westwood parking for College-NO PARKING IN WESTWOOD !!!!

Dear Dennis Astl,

This email is in response to the Palomar EIR report for the Rancho Bernardo site. Please be aware that I am a concerned neighbor on Matinal Road and we will be severely affected by college parking and increased traffic in the Westwood neighborhood! We already have issues with parking due to new businesses and condos in the area! We want to be good neighbors to Palomar and don't mind your moving into the neighborhood but we ask that you provided necessary parking for all staff and students enrolled. Please DO NOT rely on our neighborhood street as your parking lot. We DO NOT WANT Students parking in our neighborhood! This would change our neighborhood dynamic and make it a parking lot. We have children and an elementary school on Matinal Road and I fear the increase of traffic, it would put them in danger. We are asking for bus stops located AT the school campus and a traffic light at the entrance of the school (Matinal/RB Rd) to be a dedicated right or left lane turn ONLY to avoid drive through traffic. We again want NO parking on our streets!

I38-1

Please be considerate and a good neighbor. Please do the right thing and provide necessary parking for all so we can continue to live our life's in Westwood.

Sincerely and concerned,
 Carina Martin
 Matinal Rd
 email: llanikai@aol.com

Response to Letter I38

- I38-1** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment L1-10 for a discussion of transit access at the project site. See response to comment L1-6 for discussion regarding right/left turn lane out of proposed project site. See response to comment I3-1 for general discussion regarding traffic. See response to comment I8-2 regarding pedestrian safety discussion.

Letter I39 Emily Medico

May 8, 2016

Dennis Astl
 Palomar Community College District, San Marcos Campus
 1140 West Mission Road
 San Marcos, Ca 92069-1487
 dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response-3rd Draft

Thank you for looking into alternative options for the PCCD that will be located in my community.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impactation is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS.

I39-1

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected.

I39-2

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6th one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

I39-3

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop

I39-4

close enough either. Between these two entities, a bus route and bus stop or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-effective manner.' Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that 'it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can't sit still. Please implement TRA-2.

**I39-4
cont.**

In conclusion, section 4.8.2, states that SAFETEA-LU gives states 'and local transportation decision makers more flexibility for solving transportation problems in their communities'. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The 'project site being strategically located in the southern range of the District to target an underserved population with the District's boundaries' is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

I39-5

Sincerely,
Emily Medico
Westwood Resident

Response to Letter I39

- I39-1 See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and Bernardo Center Drive Alternative.
- I39-2 See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1. See response to comment I20-3 for location and availability of the Appendix H Parking Analysis. See response to comment L1-3 and L1-9. It should be noted that some of the traffic mitigation improvements lie within the City's jurisdiction, these improvements will be provided to the satisfaction of the City Engineer. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. See Section 4.8.1.2 of EIR for discussion regarding traffic analysis.
- I39-3 See response to comment L1-12 for a discussion of on and off-street parking.

- I39-4 See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment L2-7 regarding TDM program being moved to the Project Description and response to comment I20-4 regarding implementation of TDM.
- I39-5 See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic.

Letter I40 Marina Merrigan

From: Marnia Merrigan [mailto:marnia@merriganstables.com]
 Sent: Saturday, May 07, 2016 4:09 PM
 To: Astl, Dennis D. <dastl@palomar.edu>
 Subject: Please take steps to minimize impact on Westwood

Please take steps to minimize impact on Westwood.

Thank you!

I40-1

Response to Letter I40

- I40-1 This comment requests that the project minimize impacts to Westwood. It should be noted that all impacts were reduced to less than significant with the implementation of mitigation measures, with the exception of year 2035 intersection impacts at Rancho Bernardo Road/West Bernardo Drive intersection, for which mitigation is physically infeasible and/or does not reduce levels of service to below a level of significance.

Letter I41 Terry Norwood

May 8, 2016

Dennis Astl
 Palomar Community College District, San Marcos Campus
 1140 West Mission Road
 San Marcos, Ca 92069-1487
 dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response-3rd Draft

Thank you for looking into alternative options for the PCCD that will be located in my community.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impaction is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS.

I41-1

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected.

I41-2

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6th one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

I41-3

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop close enough either. Between these two entities, a bus route and bus stop

I41-4

or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-effective manner.' Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that 'it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can't sit still. Please implement TRA-2.

**I41-4
cont.**

In conclusion, section 4.8.2, states that SAFETEA-LU gives states 'and local transportation decision makers more flexibility for solving transportation problems in their communities'. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The 'project site being strategically located in the southern range of the District to target an underserved population with the District's boundaries' is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

I41-5

Sincerely,
Terry Norwood
Westwood Resident

Response to Letter I41

- I41-1** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and Bernardo Center Drive Alternative.
- I41-2** See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1. See response to comment I20-3 for more discussion on various concerns raised.
- I41-3** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and Bernardo Center Drive Alternative.
- I41-4** Please refer to the project mitigation, monitoring and reporting program regarding implementation of mitigation measure TRA-2. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. See Section 4.8.1.2 of EIR for discussion regarding traffic analysis. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment L2-7 for a discussion of mitigation measure TRA-4. As no credit was taken for trip reduction from TDM measures in traffic analysis, mitigation measure TRA-4 has been removed and the TDM discussion has been moved to the Project Description. PCCD would annually certify that the TDM measures included in the Project Description are being implemented. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I8-2 regarding ADA compliance of the project.
- I41-5** See response to comment I1-10 for discussion regarding shuttle service to the project site. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic. See response to comment L2-7 regarding transit service access to the project site and response to comment L1-10 regarding TDM measures.

Letter I42 Dan O'Mahoney

From: ogangofffour@aol.com [mailto:ogangofffour@aol.com]
Sent: Saturday, May 07, 2016 5:30 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: Palomar campus in Rancho Bernardo

Sir

The planning around this campus is poor in design and will exasperate the surrounding community's problems with traffic and parking. Please reconsider this plan and work with your neighbors to get this situation resolved.

I42-1

Understand that if this is not resolved to the satisfaction of all, there will be future problems for all involved.

Respectfully
Dan O'Mahoney
Cassia Place
San Diego, CA 92127

Response to Letter I42

I42-1 See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic.

Letter I43 Tim Pettit

From: Tim Pettit [mailto:tcpettit@sbcglobal.net]
Sent: Saturday, May 07, 2016 8:28 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: Impact statement

Palomar Community College,

As a homeowner in the Westwood sub-division, I am very concerned about your plans to open a site on Rancho Bernardo Rd. My two concerns are:

- 1- Your traffic flow into the area will cause significant congestion from I-15 to the entrance, at the West Bernardo Dr intersection and especially at your entrance without dedicated left-turn lanes into the area and a dedicated right-turn "on-ramp" going east (on-coming traffic coming down the hill eastbound.) **I43-1**
- 2- Your parking plan should prepare for 100% of expected parking needs! You should NOT depend on residential parking, which will impact both the residents ability to park on the public streets but also cause safety concerns for pedestrians and cars parking and at to-be-blinded intersections. **I43-2**

Sincerely,
 Tim Pettit
 Botero Dr.
 San Diego, CA 92127

Response to Letter I43

- I43-1** See response to comment I3-1 for a general discussion of traffic including impacts to I-15.
- I43-2** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I8-2 regarding pedestrian safety and response to comment I4-1 regarding general safety concerns. It is unclear what the commenter means by "to-be-blinded intersections." However, it should be noted that traffic signals are located at all major intersections and provide controlled vehicular and pedestrian movements.

Letter I44 Lynanne Reed

May 9, 2016

Dennis Astl at dastl@palomar.edu
 Palomar Community College District, San Marcos Campus
 1140 West Mission Road
 San Marcos, Ca 92069-1487

RE: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Report

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood. I am appreciative to the individuals that have continued to bring this topic to us here locally in Westwood, as we are the residents these proposals directly affect. I do not know why the board or any entity would hold public meetings about projects located outside of the immediately affected areas. I was informed that there were no public meetings here in Westwood, nor Rancho Bernardo for that matter!

I44-1

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, raises a red flag very high with our community and families.

I44-2

Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Why not use our tax payer dollars which support Prop M and build adequate parking on this site.

I44-3

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. I don't know the exact parameters used for the traffic studies but it can attest to every single conversation with Westwood Residents that ever try to turn left onto RB Road from Olmeda that it is both dangerous and quite often near impossible for minutes on end. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

I44-4

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. For Long-Term Intersection Operations, how can the Delay change decrease? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007.

I44-5

Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

I44-6

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site".) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community. Please be

I44-7

aware that our Westwood Community has been part of very poor government planning for two major builds/remodels that are currently in the spotlight and are bringing rightfully due negative criticism about our city planning boards, oversight, companies/entities, and all the individuals that are supposed to be looking out for us.

**I44-7
cont.**

Respectfully,
Lynanne Reed
Rancho Bernardo-Westwood Resident
Oculto Road
San Diego, CA 92127

Response to Letter I44

- I44-1** See response to comment I18-1 for a discussion of public scoping.
- I44-2** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and Bernardo Center Drive Alternative. See response to comment L1-12 for a discussion of on and off-street parking including cumulative parking impacts.
- I44-3** See response to comment I7-1 for a general discussion of project alternatives including No Project Alternative. See response to comment I8-1 for discussion regarding pedestrian safety. See response to comment I8-2 for discussion on ADA compliance of the project. See response to comment L1-12 for a discussion of on and off-street parking, including cumulative build-out parking capacity and supply. See response to comment L1-10 for a discussion of carpool and vanpool, and shuttle service to the project site. See response to comment L2-7 for discussion regarding transit access at the project site. See response to comment I8-2 for a general discussion regarding pedestrian safety.
- I44-4** See response to comment I4-1 for a discussion of secondary project access through Second Access Road Alternative and via the Sharp Medical Office property. See Appendix G of the Final EIR for details regarding the Traffic Assessment Report. See response to comment L2-7 for discussion regarding transit access. See response to comment L2-16 regarding feasibility of MTS providing nearby transit access for the project.
- I44-5** See response to comment I4-1 for a discussion of secondary project access. See response to comment I8-4 for a discussion of disruptions to an adopted CMP and emergency response plans.
- I44-6** See response to comment L2-7 for a discussion of transit access at the project site and response to comment L1-10 for a discussion of other TDM measures.
- I44-7** This comment provides closing comments and a summary of comments provided. No further response is required. See response to comment L2-7 for discussion regarding transit access, response to comment L1-12 for parking discussion, and response to comment I4-1 regarding second access alternatives.

Letter I45 Supervisor Dave Roberts

From: Corry, Keith [mailto:Keith.Corry@sdcounty.ca.gov]
Sent: Thursday, April 14, 2016 12:35 PM
To: Gropen, Laura; Gonzales, Adrian D.
Cc: Miller, Christopher; Salazar, Mayra; Roberts, Dave
Subject: letter on Palomar SEC

Good afternoon, Adrian and Laura-

Please see attached Supervisor Dave Roberts' letter on the Palomar College South Education Center. A hard copy is being sent to you both today. Please keep us updated as the project approaches its hearing at the Community College Board, and feel free to contact me with any follow-up in questions or concerns,

I45-1

Have a good day,

Keith Corry
Land Use Policy Advisor
Supervisor Dave Roberts, District 3
County of San Diego
(619) 531-5859 direct
(619) 307-1793 mobile
(619) 234-1559 fax
keith.corry@sdcounty.ca.gov
www.supervisordaveroberts.com



DAVE ROBERTS
 SUPERVISOR, THIRD DISTRICT
 SAN DIEGO COUNTY BOARD OF SUPERVISORS

April 14, 2016

Adrian Gonzales
 Interim Superintendent/President
 Palomar Community College District
 1140 West Mission Road
 San Marcos, CA 92069-1487

RE: Palomar College South Education Center

Dear Mr. Gonzales,

Thank you for taking the time on February 26th to host a tour of the proposed Palomar College South Education Center for my staff and me. Being able to see the site in person and hear your team's explanation of the campus plans was enlightening, and will help inform our discussions with community members who have contacted my office with questions about the project.

I45-1

Regarding your parking plans, I think the large parking structure that was originally designed to serve three office buildings, as well as your plans to re-stripe the parking lot in the front of the property to produce more stalls, will help to address community concerns about parking capacity. Additionally, I agree with your approach to make parking free for students in the first year, and then setting it at an affordable \$40 per semester thereafter. This is a sensible and fair way to ensure that the surrounding community isn't unfairly impacted, and I appreciate your willingness to revisit the issue if these measures aren't successful in preventing excessive student parking in adjacent neighborhoods.

I45-2

From a traffic impact perspective, I was pleased to learn that the campus at full build-out will include only one of the three buildings originally planned and permitted for the location. I also think your decision to stagger course times to reduce traffic volumes on Rancho Bernardo Parkway and the surrounding community is a wise one. As another method to reduce daily trips, thank you for being open to helping to develop a transit route from the Rancho Bernardo Transit Center to the Palomar College South Education Center site. This could further incentivize students to use public transportation instead of driving to the center.

I45-3

I understand your team has worked with The City of San Diego and the owner of the former Sharp facility east of your campus in an effort to identify a second entrance to the property. I know this is an important issue for nearby residents, and I encourage you to continue working toward a solution that is acceptable to the community. If this cannot be accomplished for purposes of relieving traffic congestion, I would hope that at least an emergency exit route can be identified.

I45-4

Finally, I was glad to see that your site plan includes safe and accessible paths of travel for students with disabilities, as well as those walking and biking to class.

I45-5

Again, thank you for your thoughtful and careful consideration of these issues. I think the project can and will be embraced by the community and will prove to bring affordable and high-quality education to our community's young adults for many years to come.

I45-6

Please let me know if there is anything more I can do to help make your project successful.

I45-7

Sincerely,



DAVE ROBERTS

Supervisor, Third District

San Diego County Board of Supervisors

Response to Letter I45

- I45-1** This comment is an introduction to the Supervisor Dave Robert's letter. No further response required.
- I45-2** See response to comment L1-12 for a discussion of on and off-street parking and parking fees discussion.
- I45-3** This comment notes that at full build-out, the campus would only include one of the three buildings originally planned and permitted for the project site. The comment also notes that staggered course times to reduce traffic volumes on Rancho Bernardo Road. The comment also notes that being open to help develop a transit route from the RBTS to the project site could help incentivize students to use public transportation instead of driving. This comment does not raise a significant environmental issue addressed in the DEIR for which a response is required. See response to comment L1-10 regarding TDM measures, response to comment L2-7 regarding transit access for the project, and response to comment L2-16 regarding MTS response on coordinating bus service for the project site.
- I45-4** The comment notes the efforts made to identify a second entrance and/or emergency exit route to the property near the former Sharp Medical Office facility east of the project site. See response to comment I4-1 for discussion regarding Second Access Alternative and discussion regarding access to the project site via the Sharp Medical Office property. See response to comment I8-4 for discussion regarding emergency access.

As noted in response to comment L2-6 with respect to providing pedestrian access through the Sharp Medical Office property, emergency access improvements would cause potentially significant impacts to coastal sage scrub vegetation communities potentially affecting California gnatcatcher habitat. Thus, an emergency only access at this location would result in new potentially significant biological resources impacts. Additionally, emergency only access necessary to access Via Tazon/West Bernardo Court would be required on private property. PCCD does not have permission from the owner to make such improvements. PCCD may explore the option of an emergency only access in the future with neighboring property owner. If PCCD does decide to pursue such an emergency only access in the future, environmental analysis of such a walkway would be conducted pursuant to CEQA prior to PCCD action.

- I45-5** The comment notes that proposed project includes safe and accessible paths for students with disabilities, pedestrians, and bicycles. This comment does not raise a significant environmental issue addressed in the DEIR for which a response is required.
- I45-6** This comment provides closing remarks to the Supervisor Dave Robert's letter. It does not raise a significant environmental issue addressed in the DEIR for which a response is required.
- I45-7** This comment provides closing remarks to the Supervisor Dave Robert's letter. It does not raise a significant environmental issue addressed in the DEIR for which a response is required.

Letter I46 Isabelle Roy-Fogarty

From: isabelle roy [mailto:april__2009@hotmail.com]
 Sent: Saturday, May 07, 2016 1:08 PM
 To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer <markevilsizer@aol.com>; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick <nancychadwick@cox.net>; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein <assemblymember.maienschein@assembly.ca.gov>; markkersey <markkersey@sandiego.gov>; kevinfaulconer <kevinfaulconer@sandiego.gov>; BFennessy <bfennessy@sandiego.gov>
 Subject: Palomar College Parking Impact on Westwood Community 92127

From: Isabelle Roy-Fogarty
 Palacio Place
 San Diego, CA 92127

To Dennis Astl,

Please acknowledge receiving this email by returning a confirmation email- Thank you.

It is my understanding that the parking issues that has been going on between Palomar College's (92127) new location and our community of Westwood are not being solved.

I46-1

As an owner occupier in this community very close to the only entrance/exit of the campus, I am extremely concerned;

- An emergency evacuation of the campus through one road and the Westwood Community through the opposite road (Matinal Road) is a strong concern of mine (it is a possibility that we have experienced during the 2007 wild fires).

I46-2

- Palomar College has clearly identified Westwood as their overflow car parking: 511 spaces are identified in their Environmental Impact Report, section 4.8.3.5. No need to say that we are talking about our community parking spaces. Our family is currently spending savings to widen our driveway to create an extra car space and free parking in the street of course is NOT intended for the use of Palomar students, but for the family and friends of community residents.

I46-3

- Children do play in our streets, additional traffic from non-locals unaware of the kids at play yet again is a strong concern of mine.

I46-4

- Palomar College users bypassing the already very busy RB Road through Westwood is yet again a strong concern of mine, creating chaos to a residential area that is not equipped for this heavier traffic.

I46-5

Therefore as a citizen and as is my right I demand more transparency on the above points and request a "No Project" alternative According to Section 15126.6(e)(1).

I46-6

Please feel free to email me back with questions or/and answers to my concerns.

Regards,
 Isabelle Roy-Fogarty

Response to Letter I46

- I46-1** See response to comment L1-12 for a discussion of on and off-street parking.
- I46-2** See response to comment I4-1 for a discussion of secondary project access. See response to comment I8-4 for discussion regarding emergency access.
- I46-3** See response to comment L1-12 for a discussion on and off-street parking.
- I46-4** See response to comment I4-1 for a general discussion of safety concerns in the project area and response to comment I8-2 regarding pedestrian safety concerns.
- I46-5** See response to comment I3-1 for a general discussion of traffic including cut-through traffic.
- I46-6** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative.

Letter I47 Dan Schmitzer

From: dan schmitzer [mailto:danschmitzer2010@gmail.com]

Sent: Saturday, April 09, 2016 11:26 AM

To: Astl, Dennis D. <dastl@palomar.edu>

Subject: Palomar draftEIR2

I reviewed the EIR after reading about it in Pomerado Newspaper. I went online and reviewed the document and have the following feedback.

As a resident of Westwood, I have serious concerns about traffic/parking for our neighborhood as a result of opening the new campus. While I generally appreciate the addition of an educational institution in the neighborhood, I also don't want it to be an intrusion to our quality of life in Westwood.

I47-1

The traffic issue to still seems unresolved involves two primary points.

1). Matinal and Olmeda access points at Rancho Bernardo Road: At this time there is already an issue with cars "cutting thru" the neighborhood especially during rush hours. During a recent walk thru the neighborhood, I observed for a 15 minute period of time that at 32 cars at approx 4pm cut thru the neighborhood in order to avoid the intersection at Rancho Bernardo and West Bernardo.....or avoid the wait to access the I-15 North freeway. This is already a problem that will only be exacerbated with the opening of the school entrance at Matinal. I believe more than striping or signage is needed to ensure no further cut-thru traffic. I further believe the assumptive statement that "a few seconds of saved travel time will not be worthwhile to those unfamiliar with the streets is completely inaccurate"....as we are already seeing impact.

I47-2

2). I-15 North/South access needs improvement from Rancho Bernardo Road. Much of the traffic impacts in this area seems that it could be substantially improved if access to the freeway were improved, thru more lanes, signal timing changes, or other improvements.

I47-3

I hope that Palomar will continue to work to improve this situation with greater emphasis to ensure the current nature of Westwood!

I47-4

Dan Schmitzer

Response to Letter I47

- I47-1** See response to comment I3-1 for a general discussion of traffic. See response to comment L1-12 for a discussion of on and off-street parking.
- I47-2** See response to comment I3-1 for a general discussion of traffic including cut-through traffic.
- I47-3** This comment notes that I-15 North/South access needs improvement from Rancho Bernardo Road through the construction of more lanes, signal timing changes, or other improvements. As described in Section 4.8.3.1, there are no significant opening day or cumulative (year 2035 scenario) traffic related impacts to freeway segment and ramp metering operations as a result of the proposed project and no mitigation is required.
- I47-4** This comment provides closing remarks to the comment letter. It does not raise a significant environmental issue addressed in the DEIR for which a response is required.

Letter I48 Allison Searcy

From: Allison Searcy [mailto:ahasearcy@gmail.com]
Sent: Wednesday, May 04, 2016 10:40 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: Re: Concerns over Palomar rb

I'm not sure exactly what our letters were supposed to include, concerns or ideas.

But here is an idea that could help with both the parking and traffic. Provide offsite parking for the majority of students that could travel in on a shuttle. UCSD did this and worked great. Then you keep the congestion of cars off of Rancho Bernardo rd (for general congestion and safety concerns with ambulances/firetrucks) and you keep cars from parking in Westwood. I do actually think this could make everyone happy.

I48-1

Thanks,

Allison Searcy

On Wed, May 4, 2016 at 6:42 PM, Allison Searcy <ahasearcy@gmail.com> wrote:

I have something more constructive to add rather than just anger (although I am still plenty angry). I just read you have allocated 511 parking spaces to be in Westwood (In their latest Environmental Impact Report, section 4.8.3.5, they identify 511 available off-site parking spaces in Westwood) - that number needs to go to zero. You need to keep your students parking on your campus. If you have to build a parking structure, so be it.

I48-1

Also you need to find another entrance/exit that is not on Rancho Bernardo Rd.

Those are my suggestions. You say you are trying to be a good neighbor but hearing you are planning on parking in our neighborhood doesn't sound very good. Westwood residents will fight to keep you out so you better have a plan when we permit our whole area for resident parking only.

-Allison Searcy

On Wed, May 4, 2016 at 6:17 PM, Astl, Dennis D. <dastl@palomar.edu> wrote:

Ms. Searcy,

Thank you for your recent response to the Palomar College South Education Center Recirculated DRAFT Environmental Impact Report (EIR). Comments on the Recirculated DRAFT EIR will be accepted through May 9, 2016; comments will be addressed within the final EIR document. Everyone who has provided a comment will be informed when the final version is available.

As part of the process, all comments will be included in the final EIR document presented to the Palomar Community College District Governing Board.

Dennis Astl R.A., CCM, LEED AP
Manager, Construction & Facilities Planning
Palomar Community College
1140 West Mission Road
San Marcos, CA 92069
P – 760.744.1150x2772 F – 760.761.3506

From: Allison Searcy [mailto:ahasearcy@gmail.com]
 Sent: Wednesday, May 04, 2016 5:06 PM
 To: Astl, Dennis D. <dastl@palomar.edu>
 Subject: Concerns over Palomar rb

Dear Dennis Astl,

We just moved into our new house we were planning on being our forever house (our kids are only 1, 3 and 5 so we have a long way to go through schooling). We broke our backs, our budget, used every resource we had to buy this house. And now I find a college is going to be built 2 blocks from my home. I went to UCSD, I know what happens to the streets around a college. I won't be able to let my kids play outside, I'm going to have 20-somethings making a racket in front of my house all the time, I'm going to have to worry about break-ins and safety of my children.

This is not ok what you're doing. I understand you're a business and can buy whatever land you want but this is going to ruin our community. We recently had a restaurant put in across West Bernardo rd (Phil's). This one restaurant is causing havoc through our streets due to parking issues. Bringing your college here and that brings a new problem 1,000 worse. Literally with students and staff, we're going to have at least 1,000 more people per morning coming down our one exit from our neighborhood. I have to drive down that exit (Matinal rd. and Rancho Bernardo) every morning and now will have to wait through 1000 people who are also at the same intersection.

We did not spend every cent we have to fear for our kids safety (colleges bring more people which bring more crime - that is just a fact) and wait 30 min to get out of our own house. You cannot go into this site thinking one entrance is going to be sufficient. Even if you added an exit it does nothing if it is also on Rancho Bernardo Rd. Can you imagine if we had a fire situation like in 2007 and you had to evacuate your whole school, plus Westwood neighborhood down one street. Chaos. I seriously cannot understand how it could be legal from a city planning issue to have a business go in as large as yours with only 1 entrance and exit.

This makes me feel sick where is just moved my family. Sick that you're going to move in, that I'll never be able to park my car in front of my own house, sick that it's going to take me an hour to drive my kids to school (only a few miles and takes about 10 min now).

I feel like this is a pointless letter since you've already bought the land. You'll get your money from your students who care nothing of this neighborhood. A neighborhood that we residents care for and take pride in. I'm sorry to say that your college will without a doubt ruin that. So all I'm left with is the decision to sell my house or wait till you kill our neighborhood and our property values. We haven't even unpacked. Our kids are thrilled to have their own rooms. We're going to have to say- nope sorry. Some big wig wants to ruin the neighborhood of hundreds of families so they can move a school into a place where it doesn't belong.

I can bet you wouldn't want a school moving in across the street from your home. You have your answer right there as to whether this building site makes sense or not.

Sincerely,
 Allison Searcy
 Resident of Westwood RB

148-2

Response to Letter I48

- I48-1** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I4-1 for a discussion of secondary project access. Regarding off-site parking, at this time no off-site parking is proposed as part of the project.
- I48-2** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I4-1 for a discussion of secondary project access. See response to I3-1 for general discussion regarding traffic. See response to comment I8-4 for discussion regarding emergency access. See response to comment I8-3 regarding a secondary access point. See response to comment I8-2 regarding pedestrian safety.

Letter I49 Justin Searcy

From: Justin Searcy [mailto:justinsearcy@hotmail.com]

Sent: Monday, May 09, 2016 5:02 PM

To: Astl, Dennis D. <dastl@palomar.edu>

Subject: palomar south education center

Hi Dennis,

I know you've received feedback to the proposed location from many in our community, my wife included. I just want to reiterate some of the communities concerns:

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impactation is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS.

I49-1

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected.

I49-2

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6th one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

I49-3

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop close enough either. Between these two entities, a bus route and bus stop or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new

I49-4

striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-effective manner.' Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that 'it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can't sit still. Please implement TRA-2.

**I49-4
cont.**

In conclusion, section 4.8.2, states that SAFETEA-LU gives states 'and local transportation decision makers more flexibility for solving transportation problems in their communities'. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The 'project site being strategically located in the southern range of the District to target an underserved population with the District's boundaries' is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

I49-5

Thanks.

Response to Letter I49

- I49-1** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and Bernardo Center Drive Alternative.
- I49-2** See response to comment I20-3 regarding availability of EIR appendices. See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1. See response to comment L1-3 and L1-9. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. However, it should be noted that some of these traffic mitigation improvements lie within the City's jurisdiction, these improvements will be provided to the satisfaction of the City Engineer. See Section 4.8.1.2 of EIR for discussion regarding traffic analysis.
- I49-3** See response to comment L1-12 for a discussion of on and off-street parking.
- I49-4** Please refer to the project mitigation, monitoring and reporting program regarding implementation of mitigation measure TRA-2. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. See Section 4.8.1.2 of EIR for discussion regarding traffic analysis. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment L2-7 for a discussion of mitigation measure TRA-4. As no credit was taken for trip reduction from TDM measures in traffic analysis, mitigation measure TRA-4 has been removed and the TDM discussion has been moved to the Project Description. PCCD would annually certify that the TDM measures included in the Project Description are being implemented. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I8-2 regarding ADA compliance of the project.
- I49-5** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic.

Letter I50 Jan & Joe Semerad

From: Jan [mailto:jsemerad@att.net]
Sent: Monday, May 09, 2016 9:57 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: WESTWOOD Parking problem re: Palomar campus in Rancho Bernardo

Dear Dennis Asti:

As a previous graduate of Palomar College 25 plus years ago, I applaud the idea of having a North County campus near Rancho Bernardo.

However, I am SHOCKED and DISGUSTED that Palomar is planning on opening a campus with such poor pre-planning with respects to the residents who live nearby. Have we no voice?

I50-1

I find it simply inconceivable that the planners would even think of using the residential area of Westwood community – a PREPLANNED community of 50 years as **additional offsite parking** for the students once the campus lots are full. And the lots will be full once the school is up and running with increased students!

I50-2

Surely this was NOT in the Planned Community MASTER plan for the 2,400 plus residential homes within Westwood. Why is this even being considered NOW?

Furthermore, the lack of proper access roads to and from the campus site will overload the Rancho Bernardo Road entrance causing students to utilize the residential streets of Westwood to get to and from the freeway. It appears that traffic studies that were conducted did not take in account all the recent growth of 4S Ranch stores and recent 4S Ranch residential developments or traffic from Phil's BBQ and the Sharp clinic - all located a short distance from the proposed campus entrance.

I50-3

Please - consider the Westwood neighborhood, the additional traffic concerns and the safety risks when implementing this campus. We need to be heard in our plea for common sense and better pre-planning. Thank you.

I50-4

Jan & Joe Semerad
 Luz Place
 San Diego, CA 92127
jsemerad@att.net

Response to Letter I50

- I50-1** This comment is an introduction to the comment letter. No response is required.
- I50-2** See response to comment L1-12 for a discussion of on and off-street parking.
- I50-3** See response to comment I4-1 for a discussion of secondary project access. See response to comment L1-19 for a discussion of added traffic from surrounding businesses, such as Phil's BBQ.
- I50-4** See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I4-1 for a general discussion of safety concerns in the project area.

Letter I51 Beth Siesel

May 8, 2016

Dennis Astl
 Palomar Community College District, San Marcos Campus
 1140 West Mission Road
 San Marcos, Ca 92069-1487
 dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response-3rd Draft

Thank you for looking into alternative options for the PCCD that will be located in my community.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans in the EIR will enrich our wonderfully planned community. With the intersection of I-15 and Bernardo Center Drive being an alternative project location, a traffic study should have been done on this intersection. It is not indicated on Figure 4.8.1 Existing Traffic Volumes. Although the surveys for Existing Freeway Segment Operations, Table 4.8-5, do not mandate PCCD to halt their project, the mere desire to continue with this project at the LOS level of impaction is bad for RB. I do not want any business in this area that will impact my neighborhood or my community that will decrease a traffic LOS.

I51-1

Although parking is defined finally in this EIR it is a not a positive conclusion for the welfare of the community. Appendix H-Parking Analysis was not attached to the EIR. Upon locating it, PCCD states they acknowledge the fact that students and employees will park in the neighborhood of Westwood. PCCD indicates curbside parking may be permitted along both sides of Matinal Road, having a classification of a Two-Lane Collector. Knowing Matinal Road's LOS E capacity of 8,000 ADT on the RB Community Plan, PCCD still provided no traffic study providing the ADT for Matinal Road from RB Rd. Although one of the EIR mitigation measures show no traffic will flow into or out of PCCD at Matinal Road, this does not mean the analysis of the ADT on Matinal Road should not have been done. TRA-3 should be implemented if no alternative project is selected.

I51-2

Though the SD City's Municipal Code may not provide for parking requirement for a community college, they do allow for is a Residential Parking District, of which there are 5. The community of Westwood is already in discussion with the city transportation department about implementing the 6th one. Additionally, the Trip Generation scenario is disconcerting. The EIR indicating SANDAG has a manual for trip generations for an 'education center' but not a parking requirement further increases the community concern of parking issues. Please provide adequate parking on campus. PCCD should consider the No Project Plan or the alternative plan at Bernardo Center Drive. At minimum, PCCD should commit to not charging for parking ever.

I51-3

In regards to traffic in the project study area, the mitigations measures in TRA-3 are beneficial and must be implemented not considered. The 3 cumulative significant intersection impacts, one with an LOS F condition, RB Road and West Bernardo Drive, is one major point. The mitigation measures listed in TRA-4 are hypothetical not realistic. They are necessary but will not be utilized adequately enough to offset traffic and parking nightmares. While the MTS system, Bus Route 20 and 945, is mentioned as alternative transportation, the bus stops are still too far away for acceptable walking to PCCD and surely is not ADA acceptable. The NCTS doesn't offer a bus stop close enough either. Between these two entities, a bus route and bus stop

I51-4

or shuttle service should be included by PCCD. Improved pedestrian cross walks with updated ADA ramps and new striping should be implemented at all intersections entering the PCCD campus. 'The vision for the Pedestrian Master Plan is to 'enhance...walking as a practice and attractive means of transportation in a cost-effective manner.' Please implement TRA-4 to make alternate transportation easier. It is known that people cut-through anywhere they can to reduce their travel time, even if it is just a mere 36 seconds. The mitigation measures are feasible to implement but there are no incentives for its utilization. And while a 100 percent increase was used for evaluating the increased traffic cut through, the percentage is unrealistic of actual traffic habits. When traffic is congested all travelers find quicker alternatives to reduce their travel time. I disagree with your point that 'it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Westwood as a cut-through option. Employees become familiar with the community and thereby become regular cut-through drivers. You know that 36 seconds is significant to most people. This is a country of multi-taskers who can't sit still. Please implement TRA-2.

**I51-4
cont.**

In conclusion, section 4.8.2, states that SAFETEA-LU gives states 'and local transportation decision makers more flexibility for solving transportation problems in their communities'. Therefore the local RB (Planning Board) should be given major consideration in decisions regarding traffic issues PCCD will create. Undoubtedly, PCCD needs to provide additional parking on their campus in order to meet their financial goals. Because few San Diego residents utilize public transportation, relying on it would not be a wise decision for a business plan. Especially once students and staff realize they will be ticketed by parking in a Residential parking District. The 'project site being strategically located in the southern range of the District to target an underserved population with the District's boundaries' is a good business plan. However with this comes responsibility. Traffic and parking will be increased. I believe in making education available to everyone and making it easy to access. Access needs to come in the way of adequate parking ON campus not neighborhoods. The decision to develop a southern location is a good plan; it is just not the right location.

I51-5

Sincerely,
Beth Siesel
Westwood Resident

Response to Letter I51

- I51-1** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative and the Bernardo Center Drive Alternative.
- I51-2** See response to comment I20-3 regarding availability of EIR appendices. See response to comment L1-12 for a discussion of on and off-street parking. Average daily traffic volumes for Matinal Road are shown in EIR Figure 4.8-1 and Table 4.8-1. See response to comment L1-3 and L1-9. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. However, it should be noted that some of these traffic mitigation improvements lie within the City's jurisdiction, these improvements will be provided to the satisfaction of the City Engineer. See Section 4.8.1.2 of EIR for discussion regarding traffic analysis.
- I51-3** See response to comment L1-12 for a discussion of on and off-street parking.
- I51-4** Please refer to the project mitigation, monitoring and reporting program regarding implementation of mitigation measure TRA-2. TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted. See Section 4.8.1.2 of EIR for discussion regarding traffic analysis. See response to comment L1-12 for a discussion of on and off-street parking. See response to comment L2-7 for a discussion of mitigation measure TRA-4. As no credit was taken for trip reduction from TDM measures in traffic analysis, mitigation measure TRA-4 has been removed and the TDM discussion has been moved to the Project Description. PCCD would annually certify that the TDM measures included in the Project Description are being implemented. See response to comment I3-1 for a general discussion of traffic including cut-through traffic. See response to comment I8-2 regarding ADA compliance of the project.
- I51-5** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for a general discussion of traffic.

Letter I52 Jennifer Stavros

From: Jennifer Stavros [mailto:jenniferstavros@yahoo.com]
 Sent: Monday, May 09, 2016 8:41 PM
 To: Astl, Dennis D. <dastl@palomar.edu>
 Subject: Westwood/Palomar college/Rancho Bernardo

Hi!

Please ensure that adequate parking is provided for the students of Palomar College at the college. Adding a new bus stop at the college would be a great idea, as well as changing the allowable directions through the stop light, ie. making it right or left turn so students cannot pass through our neighbor. We have many young children in our neighbor here in Westwood. I live on Oculito Pl which is in the southern part close to the college. We are very concerned about this new college as well as the new Phils bbq. We are being bombarded with people driving through, speeding, smoking pot, drinking, littering, poorly parking/boxing us in, in our neighborhood. Please help us so having a college here helps us instead of hurting us.

I52-1

Thank you,
 Jennifer Stavros
 Oculito Pl
 San Diego, ca 92127

Response to Letter I52

- I52-1** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment L1-6 for a discussion of a dedicated right/left turn out of the proposed project site. See response to comment L1-19 for a discussion of added traffic from surrounding businesses, such as Phil's BBQ.

Letter I53 Nancy Steele

May 8, 2016

Dennis Astl
 Palomar Community College District, San Marcos Campus
 1140 West Mission Road
 San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE E.I.R. Response

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the E.I.R. will adequately enrich our planned community. They will most likely harm or destroy it.

I53-1

In the past, your representatives have stated that the student's Palomar College is targeting do not live in Rancho Bernardo or 4S Ranch, is that why Palomar College has so little concern about the impact on the communities it is forcing itself upon?

These are additional issues I would like to address and have addressed by Palomar College:

1. Palomar College has conducted meetings in recent months to address the concerns over traffic and parking. In each of these meetings, you have expressed your intention to be good neighbors. You also indicated that you had adequate onsite parking for all of the students and that there would be no impact to surrounding neighborhoods. In your latest Environmental Impact Report, section 4.8.3.5, you **identify 511 available off-site parking spaces in Westwood**. This was not in the either one of the previous E.I.R's, so much for your wanting to be "good neighbors". As I'm sure your well aware, other neighborhoods in San Diego that College's are using as their "available off-site parking" are dealing with an increase in crime and trash.

I53-2

On a personal note, my house and the street I live on, is featured on all of the overhead shots of the campus site - which Palomar College has presented at every public forum. What it doesn't show are the 23 children that live on the street. Nor does it show the children on their tricycles, bicycles, scooters and skateboards, playing basketball, playing tag and living a wonderful carefree childhood. It also does not show the closeness of a street that yearly celebrates escaping the 2007 wildfires. Using our street as Palomar College's "available off-site parking" is dangerous to our children and will destroy the neighborhood we cherish.

2. When the community raised the issue about cars cutting through the Westwood neighborhoods to bypass Rancho Bernardo Road and traffic, Palomar stated (and still does in the new E.I.R.), "it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Matinal Road as a "cut-through" route since they would need to be familiar with the local streets." That statement is unfathomable since Palomar College has identified Westwood as your "Available Off-site Parking" site. The Westwood community is not your SOLUTION to poorly planned access and parking for a College campus.

I53-3

3. The intersection of Rancho Bernardo Road/ Matinal Road is Palomar College's **ONLY** access/egress to the campus. It is directly across the street from the bus stop for middle school and high school students. Rancho Bernardo Road/Olmeda Way is another bus stop for the middle school and high school students - one intersection away. The increased traffic and congestion endangers our children.

I53-4

4. The intersection of Rancho Bernardo Road/ Matinal Road is Palomar College's **ONLY** access/egress to the campus. Palomar College does not have adequate emergency access or egress for the school's campus. During the 2007 wildfires most of the community of Westwood was evacuated through the intersection of Rancho Bernardo Road and Matinal Road, it was a traffic nightmare with one police officer trying to save lives. Wildfires and emergency situations do not adhere to time schedules or traffic projections. The students, staff and faculty could easily become trapped using the existing driveway at the intersection of Rancho Bernardo Road and Matinal Road, or the traffic congestion could impact the resident's ability to use this intersection as an evacuation route. It is not acceptable to see this as a trivial item and not address it.

I53-5

Sincerely,
Nancy Steele
Palacio Place
San Diego, CA 92127

Response to Letter I53

- I53-1** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative.
- I53-2** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I8-4 for a discussion regarding emergent access. See response to comment I8-2 for a discussion regarding pedestrian safety.
- I53-3** See response to comment L1-12 for a discussion of on and off-street parking. See response to comment I3-1 for general traffic discussion, including cut-through traffic.
- I53-4** See response to comment I4-1 for a discussion of secondary project access. See response to comment I4-1 for a general discussion of safety concerns in the project area and response to I2-1. See response to comment I8-4 for a discussion of disruptions to emergency access and emergency response plans.
- I53-5** See response to comment I8-4 for a discussion of disruptions to emergency access and emergency response plans. See response to comment I4-1 for a discussion of secondary project access. See response to comment I8-2 for a discussion regarding pedestrian safety.

Letter I54 Frances Thomas

From: Frances Thomas [mailto:frannym.thomas@gmail.com]

Sent: Monday, May 09, 2016 9:52 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; bfennessy@sandiego.gov

Subject: RE: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Report

I moved to Westwood in Rancho Bernardo in 1996 and was assured that the community was a master planned community. However, in the last few years, I feel that Westwood has been let down by the people who are supposed to look out for us. Westwood residents are being robbed of property use and value of their homes.

I am appreciative to the individuals that have continued to bring this topic to us here locally in Westwood, as we are the residents these proposals directly affect.

I54-1

I do not know why the board or any entity would hold public meetings about projects located outside of the immediately affected areas. I was informed that there were no public meetings here in Westwood, nor Rancho Bernardo for that matter!

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, raises a red flag very high with our community and families.

I54-2

Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the student pedestrians, so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Why not use our tax payer dollars which support Prop M and build adequate parking on this site.

I54-3

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. I don't know the exact parameters used for the traffic studies but it can attest to every single conversation with Westwood Residents that ever try to turn left onto RB Road from Olmeda that it is both dangerous and quite often near impossible for minutes on end. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

I54-4

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. For Long-Term Intersection Operations, how can the Delay change decrease? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007.

I54-5

Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

I54-6

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site".) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community. Please be

I54-7

aware that our Westwood Community has been part of very poor government planning for two major builds/remodels that are currently in the spotlight and are bringing rightfully due negative criticism about our city planning boards, oversight, companies/entities, and all the individuals that are supposed to be looking out for us.

**I54-7
cont.**

Sincerely,
Frances M. Thomas
Rancho Bernard Westwood Resident

Response to Letter I54

- I54-1** See response to comment I18-1 for a discussion of public scoping.
- I54-2** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-12 for a discussion of on and off-street parking including cumulative parking impacts.
- I54-3** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment I8-2 for discussion on ADA compliance of the project and for a general discussion regarding pedestrian safety. See response to comment L1-12 for a discussion of on and off-street parking, including cumulative build-out parking capacity and supply. See response to comment L1-10 for a discussion of carpool and vanpool, and shuttle service to the project site. See response to comment L2-7 for discussion regarding transit access at the project site.
- I54-4** See response to comment I4-1 for a discussion of secondary project access. See response to comment L2-7 for a discussion of transit access at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project.
- I54-5** See response to comment I4-1 for a discussion of secondary project access. See response to comment L2-7 for a discussion of transit access at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project. See response to comment I8-4 for a discussion of disruptions to an adopted CMP and emergency response plans.
- I54-6** See response to comment L2-7 for a discussion of transit access at the project site. See response to comment L1-10 for discussion regarding a shuttle bus to the project site.
- I54-7** This comment provides summary closing comments to the comment letter. A discussion of project access and parking is provided above in comments I54-2 through I54-6. No further response is required.

Letter I55 Eric Weller

May 7th, 2016

Dennis Astl
 Palomar Community College District, San Marcos Campus
 1140 West Mission Road
 San Marcos, Ca 92069-1487
 dastl@palomar.edu

RE: PALOMAR COMMUNITY COLLEGE, DISTRICT SOUTH EDUCATION CENTER, Recirculated Draft, Environmental Impact Report

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood. I am appreciative to the individuals that have continued to bring this topic to us here locally in Westwood, as we are the residents these proposals directly affect. I do not know why the board or any entity would hold public meetings about projects located outside of the immediately affected areas. I was informed that there were no public meetings here in Westwood, nor Rancho Bernardo for that matter!

I55-1

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Adequate and reasonable parking for the anticipated needs onsite is poorly addressed in the recirculated draft. The very fact that 511 "off-site" parking spaces have been identified throughout our neighborhood streets, raises a red flag very high with our community and families.

I55-2

Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Why not use our tax payer dollars which support Prop M and build adequate parking on this site.

I55-3

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. I don't know the exact parameters used for the traffic studies but I can attest to every single conversation with Westwood Residents that ever try to turn left onto RB Road from Olmeda that it is both dangerous and quite often near impossible for minutes on end. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

I55-4

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. For Long-Term Intersection Operations, how can the Delay change decrease? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007.

I55-5

Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty. The Rb Community Council has outlined a few requests along this letter's same lines that need to be utilized in this proposed construction process.

I55-6

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site".) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community. Please be

I55-7

aware that our Westwood Community has been part of very poor government planning for two major builds/remodels that are currently in the spotlight and are bringing rightfully due negative criticism about our city planning boards, oversight, companies/entities, and all the individuals that are supposed to be looking out for us.

**I55-7
cont.**

Respectfully,
Eric Weller, Capilla Rd, San Diego, CA 92127
Rancho Bernardo-Westwood Resident

Response to Letter I55

- I55-1** See response to comment I18-1 for a discussion of public scoping.
- I55-2** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment L1-12 for a discussion of on and off-street parking including cumulative parking impacts.
- I55-3** See response to comment I7-1 for a general discussion of project alternatives including the No Project Alternative. See response to comment I8-2 for discussion on ADA compliance of the project and for a general discussion regarding pedestrian safety. See response to comment L1-12 for a discussion of on and off-street parking, including cumulative build-out parking capacity and supply. See response to comment L1-10 for a discussion of carpool and vanpool, and shuttle service to the project site. See response to comment L2-7 for discussion regarding transit access at the project site.
- I55-4** See response to comment I4-1 for a discussion of secondary project access. See response to comment L2-7 for a discussion of transit access at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project.
- I55-5** See response to comment I4-1 for a discussion of secondary project access. See response to comment L2-7 for a discussion of transit access at the project site. See comment L2-16 regarding feasibility of MTS providing nearby transit access for the project. See response to comment I8-4 for a discussion of disruptions to an adopted CMP and emergency response plans.
- I55-6** See response to comment L2-7 for a discussion of transit access at the project site. See response to comment L1-10 for discussion regarding a shuttle bus to the project site.
- I55-7** This comment provides closing comments to the comment letter. A discussion of project access and parking is provided above in comments I55-2 through I55-6. No further response is required.

ATTACHMENT 1
Comments Received on the Draft EIR



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

December 8, 2015

Dennis D. Astl
Palomar Community College District
2554 Sweetwater Springs Boulevard
San Marcos, CA 92069-1487

Subject: South Education Center
SCH#: 2015081039

Dear Dennis D. Astl:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 7, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015081039
Project Title South Education Center
Lead Agency Palomar Community College District

Type	EIR Draft EIR
Description	The proposed project would establish the PCCD South Education Center by converting the existing four-story, 110,000 sf building into a comprehensive community college education center; make improvements to the existing parking structure; erect a new 1,000 sf free-standing PCCD campus police facility; construct an approximately 1,238 foot-long looped road connecting the existing parking lot to the existing parking structure; construct drainage improvements; and install walkways, hardscape areas, and landscaping.

Lead Agency Contact

Name	Dennis D. Astl		
Agency	Palomar Community College District		
Phone	760 744 1150 x2772	Fax	
email			
Address	2554 Sweetwater Springs Boulevard		
City	San Marcos	State	CA Zip 92069-1487

Project Location

County	San Diego			
City	San Diego			
Region				
Lat / Long	33° 1' 22.6" N / 117° 5' 19" W			
Cross Streets	I-15			
Parcel No.	various			
Township	Range	Section	Base	

Proximity to:

Highways	I-15
Airports	
Railways	
Waterways	Lake Hodges
Schools	Various
Land Use	Various

Project Issues Air Quality; Biological Resources; Drainage/Absorption; Noise; Schools/Universities; Traffic/Circulation; Water Quality; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 11; Air Resources Board; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission

Date Received	10/23/2015	Start of Review	10/23/2015	End of Review	12/07/2015
----------------------	------------	------------------------	------------	----------------------	------------



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



December 4, 2015

Mr. Dennis D. Astl
Palomar Community College District
2554 Sweetwater Springs Boulevard
San Marcos, CA 92069-1487
(760) 744-1150 x2772
dastl@palomar.edu

Subject: Comments on the Draft Environmental Impact Report for the Palomar Community College District South Education Center SCH#2015081039

Dear Mr. Astl:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Palomar Community College District (District) South Education Center Draft Environmental Impact Report (DEIR). The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.* The Department also administers the Natural Community Conservation Planning (NCCP) program.

The proposed project would establish the District South Education Center on the 27-acre property located at 11111 Rancho Bernardo Road. The proposed project would convert the existing four-story, 110,000-square foot building into a comprehensive community college education center, erect a new 1,000-square foot police facility and construct a new 1,200-foot long loop road. In addition, the project would implement drainage improvements and install walkways and landscaping. Additional sources of security lighting would be installed in the parking lots, on buildings, along the new roadway, and in new landscape areas. Conversion of the existing building would include construction of three four-story stairwells and interior tenant improvements.

The Department offers the following comments and recommendations to assist the District in avoiding or minimizing potential project impacts on biological resources.

Section 3.2.2 of the DEIR states that a previous mitigated negative declaration (MND) was prepared by the city of San Diego for the project site. The Department recommends the final EIR include a detailed accounting for any prior mitigation

completed to compensate for impacts resulting from prior construction on the project site and an explanation of how any prior mitigation qualifies for the current project given any temporal loss of habitat availability to wildlife. On site habitat delineated as non-native grassland should be recognized as potential foraging habitat for raptor species. Although the loss of 5.47 acres of this habitat is indicated in the DEIR, there is no proposal for mitigation. The DEIR states that the habitat is of very low quality and biological function. However, habitats of limited value for nesting may be important for foraging by predatory species. Cumulatively, raptor foraging habitat loss may be significant, and impacts to this resource warrant mitigation. The Department, therefore, recommends that any project-related impacts to non-native grassland that have not been previously mitigated be mitigated at a loss ratio of at least 0.5:1.

We appreciate the opportunity to comment on the referenced DEIR. Questions regarding this letter and further coordination on these issues should be directed to Eric Hollenbeck at 858-467-2720 or Eric.Hollenbeck@wildlife.ca.gov.

Sincerely,



Gail K. Sevens
Environmental Program Manager

cc: Patrick Gower (U.S. Fish and Wildlife Service)
Scott Morgan (State Clearinghouse)

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING

4050 TAYLOR ST, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

TTY 711

www.dot.ca.gov

*Serious drought.
Help save water!*

November 5, 2015

11-SD-15

PM 23.68

South Education Center

TIS SCH#2015081039

Mr. Dennis Astl
Palomar Community College District
2554 Sweetwater Springs Boulevard
San Marcos, CA 92069-1487

Dear Mr. Astl:

The California Department of Transportation (Caltrans) has received the Traffic Impact Study (TIS) as part of the Draft Environmental Impact Report (DEIR) for the South Education Center Project (SCH# 2015081039), dated July 31, 2015, located on Rancho Bernardo Road near Interstate 15 (I-15). Caltrans has the following comments:

The proposed project is located in the City of San Diego, and approximately 0.8 miles west of Interstate 15 (I-15) on the southeast corner of the Rancho Bernardo Road/Matinal Road intersection. Based on the report, 3470 full-time equivalent students (FTES) could be accommodated by the education center, and the proposed project will generate approximately 1910 ADT with 159 inbound, 32 outbound trips in the AM Peak Hours, and 160 inbound, 50 outbound in the PM Peak Hours.

A daily trip generation of 0.55 trips per student as stated in Section 8.1 Trip Generation appears too low. SANDAG Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region shows 1.2/student which should increase the traffic volumes for this proposed College Education Center.

It was also stated in the trip generation section that the education center would function differently and the characteristics are unique. Please explain.

If you have any questions, please contact Roy Abboud at (619) 688-6968.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Armstrong".

JACOB M. ARMSTRONG, Branch Chief
Development Review Branch



THE CITY OF SAN DIEGO

December 7, 2015

Palomar Community College District
Attn: Dennis Astl
1140 West Mission Road
San Marcos, CA 92069

Submitted via email to: dastl@palomar.edu

Subject: CITY OF SAN DIEGO COMMENTS ON THE DRAFT IS/MND FOR PALOMAR COMMUNITY COLLEGE DISTRICT SOUTH EDUCATION CENTER (SCH# 2015081039)

The City of San Diego ("City") CEQA has received the Draft Environmental Impact Report (EIR) prepared by the Palomar Community College District and distributed it to multiple City departments for review. The City, as a Responsible Agency under CEQA, has reviewed the Draft EIR and appreciates this opportunity to provide comments to the District. In response to this request for public comments, the City has identified potential environmental issues that may result in a significant impact to the environment. Continued coordination between the City, the District, and other local, regional, state, and federal agencies will be essential. Following are comments on the Draft EIR for your consideration.

The City's Transportation and Storm Water and Development Services Departments have provided comments to the District on the Draft EIR for this project, as further detailed below.

Transportation & Storm Water Department – Mark Stephens, Associate Planner - mgstephens@sandiego.gov, 858-541-4361

Page 4.5-6, NPDES Municipal Permit: Description of the current municipal separate storm sewer system (MS4) permit for the San Diego Region is outdated and needs to be corrected here, on page 4.5-9, and anywhere else where this reference occurs. The San Diego Regional Water Quality Control Board adopted Order No. R9-2013-0001 on May 8, 2013, with an effective date of June 27, 2013, and this permit has subsequently been amended twice. This is also now NPDES No. CAS0109266. To comply with the current permit, a City of San Diego Jurisdictional Runoff Management Plan (JRMP) has been adopted to replace the former Jurisdictional Urban Runoff Management Plan (JURMP), and a San Dieguito River Watershed Management Area Water Quality Improvement Plan (WQIP) has been prepared by affected co-permittees to replace the San Dieguito Watershed Urban Runoff Management Program (WURMP). While this Draft EIR contends that the Palomar Community College District is not subject to the City's jurisdiction, unauthorized discharges to the City MS4 are nonetheless prohibited.

Development Services Department – Jim Lundquist, Associate Engineer, Traffic –
jlundquist@sandiego.gov, 619-446-5396

Page S-17, Table ES-3, Second Access Road Alternative, under Transportation and Traffic – we question whether this alternative “would likely result in a similar level of impact when compared with the proposed project”. This conclusion must be documented within the EIR, including how the addition of a new traffic signal would impact the flow of traffic along Rancho Bernardo Road. This comment also applies to Section 6.5.

Page 3-11, Section 3.4.2 discusses parking and the potential of providing free parking. The EIR should address expected impacts to the surrounding neighborhoods and what impact and mitigation will be used to address the potential for students parking on the surrounding streets.

Page 4.8-13, Section 4.8.2.4 potentially suggests that the school district is exempt from applicable objectives and policies of the City’s Significance Determination Thresholds related to transportation and traffic. This is incorrect. The California Court of Appeal, in their ruling in the City of San Diego vs. California State University (Case No. D057446) dated December 13, 2011: “Under CEQA, a public agency is required to mitigate or avoid the significant environmental effects of a project that it carries out or approves if it is feasible to do so.”

Page 4.8-13, Section 4.8.2.4 should also discuss and reference the Rancho Bernardo Community Plan under the City of San Diego General Plan section.

Page 4.8-14, Section 4.8.3.1 states that the City of San Diego’s Significance Determination Thresholds were used for a road in the County of San Diego. The County has their own standards which typically should be used for roads in the County.

Page 4.8-15, a trip generation rate of 0.55 daily trips per Full Time Equivalent (FTE) student was used for the project, which is substantially below the City’s trip generation rate for community colleges of 1.6 daily trips per student. This rate is too low recognizing that there is no transit serving the site within ¼ mile and there are limited neighboring residential homes for a walking opportunity and could be therefore under estimating trip generation and potential impacts to the community. A discussion of more than one site and how those sites compare to the proposed project is needed to adequately address a new trip generation rate.

Page 4.8-28, Mitigation Measures, the school district should commit to funding neighborhood traffic calming features if it is found that “cut-through” traffic becomes a problem for the neighborhood surrounding the project site.

Page 4.8-30, the document should explain why the Sharp-Rees Steely project wasn’t explicitly included as a cumulative project.

Page 4.8-32, the first sentence should be changed from "...operation of the proposed project would not increases current levels of LOS." to "...operation of the proposed project would not significantly impact facility level of service."

Page 4.8-32, Section 4.8.6 References, the City of San Diego Bicycle Master Plan Update date is July 2013 rather than June 2011.

The Traffic Impact Analysis (Appendix G to the DEIR dated July 31, 2015), page 46, Section 12.0 has a recommendation for a signal modification at the Rancho Bernardo Road/Matinal Road intersection to sign and restripe the Matinal Road and project driveway approaches to remove the minor street through movements, while allowing only left or right turns. This recommendation is not supported by City staff. Instead, the school district should commit to funding neighborhood traffic calming features if it is found that "cut-through" traffic becomes a problem for the neighborhood surrounding the project site.

Thank you for the opportunity to provide comments on the Draft EIR. Please contact me directly if there are any questions regarding the contents of this letter or if the District would like to meet with City staff to discuss our comments. Please feel free to contact me directly via email at mherrmann@sandiego.gov or by phone at 619-446-5372.

Sincerely,

A handwritten signature in blue ink, appearing to read "Myra Herrmann".

Myra Herrmann, Senior Environmental Planner
Planning Department

cc: Reviewing Departments (via email)
Review and Comment online file



San Diego County Archaeological Society, Inc.

Environmental Review Committee

23 November 2015

To: Mr. Dennis Astl
Palomar Community College District
San Marcos Campus
1140 West Mission Road
San Marcos, California 92069-1487

Subject: Draft Environmental Impact Report
Palomar Community College South Education Center


Dear Mr. Astl:

I have reviewed the cultural resources aspects of the subject DEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DEIR, we agree that the project is unlikely to result in significant impacts to cultural resources. And we therefore agree that no cultural resources mitigation measures are required.

Thank you for the opportunity to provide our comments on this project.

Sincerely,


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

cc: SDCAS President
File

Subject: FW: Grave concern re single entry point to Palomar College South campus in Rancho Bernardo

From: Judith Allison [<mailto:jaallison@san.rr.com>]

Sent: Monday, December 07, 2015 5:55 PM

To: Astl, Dennis D. <dastl@palomar.edu>

Cc: markevsilzer@aol.com; rhensch@palomar.edu; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov; BFennessy@sandiego.gov

Subject: Grave concern re single entry point to Palomar College South campus in Rancho Bernardo

Greetings: I write as the resident most closely impacted. My home is on the northeast corner of Rancho Bernardo Road and Matinal Road: the traffic light where students will enter the only access proposed for 1500 students, faculty, staff and support security and where traffic will be heavy from early morning til evening every day. This is a dangerous situation. Traffic, zoned for 50 miles an hour, moves at 60 miles an hour. There have been repeated collisions at this corner. The environmental and human hazards of speed, density of traffic, noise and air pollution put every traveler and resident at risk. While I know that my property values will create a drastic financial loss for me, I must report as a 30 year resident at this corner; (this being my second communique to Dennis Astl with no response).

IT IS ESSENTIAL TO CONSTRUCT A SECOND ACCESS TO THIS PROPOSED CAMPUS FROM WEST BERNARDO DRIVE, where students can walk up from the bus stop, where heavy traffic can be dispersed as traffic continues to increase exponentially as business, health care, and residences continue along Rancho Bernardo Road going in both directions.

In hope of healthier solutions,

Judith Allison, Ph.D.

Matinal Road, San Diego, Ca. 92127

jaallison@san.rr.com

Subject:

FW: Re:Palomar College EIR Response

Andrea Norman and Fernando Arraut
Matinal Rd, San Diego, CA 92127

December 4, 2015
Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our

neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Andrea Norman and Fernando Arraut
Rancho Bernardo-Westwood Resident

Subject:

FW: Palomar EIR

-----Original Message-----

From: Gregory Birch [mailto:gregbirch@san.rr.com]

Sent: Friday, December 04, 2015 11:09 AM

To: Astl, Dennis D. <dastl@palomar.edu>

Subject: Palomar EIR

After lots of thought and conversation with residents and neighbors here in Westwood and after reading the EIR at length I have come to the conclusion that PCCD is going ahead with a plan that is flawed and not realistic. It fails to take into account that this site is very different from any other that they now have and will seemingly change the Westwood neighborhood without regard. It appears that the College will plow ahead but hopefully be able to fix the numerous flaws that will occur after the fact. As a 28 year resident of Westwood and a retired educator with 31 years of teaching experience in the Poway District I have more than a few reservations about how PCCD will take care of being a responsible neighbor. Promises were made by the last College President that do not appear in the current policy, I question if the current administrations promises currently being made hold true when a new President is named in future years.

The idea that a single entrance will be enough is very short sighted. The idea that students will not be parking on already narrow and quite busy neighborhood streets is also not realistic. Just look at the problems around Southwestern College. The intersection of Matinal and RB road will become a serious area of concern. I also question how first responder will be able to get in during an emergency. How are you going to be able to make the changes necessary when the City of San Diego has already set restrictions on road access.

In closing I can only hope that PCCD will be a truly good responsible neighbor and take charge of the problems that come up.

Please remember that this site is very different from any other that is currently in the PCCD and will require serious work to make this a positive experience for your Westwood neighbors.

Thanks for listening.
Greg and Georgie Birch

Subject: FW: Palomar College Parking Impact - Westwood Area of Rancho Bernardo
Attachments: PALOMAR COLLEGE EIR 2015.docx

From: Joan Bohnstedt [<mailto:jbohnstedt62@gmail.com>]
Sent: Sunday, November 29, 2015 9:49 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: Palomar College Parking Impact - Westwood Area of Rancho Bernardo

Dear Mr. Astl,

Attached please find a letter with my concerns regarding the new Palomar Campus across from my neighborhood in the Westwood section of Rancho Bernardo. While I am in favor of a community college in this area, I am very concerned about the lack of parking in the planning.

Joan Bohnstedt

For I know the plans I have for you," declares the Lord, "plans to prosper you and not to harm you, plans to give you hope and a future. Jer 29:11

Joan Bohnstedt
Oculito Ct, San Diego, CA 92127

November 29, 2015

Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community.

Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Joan Bohnstedt
Rancho Bernardo-Westwood Resident

Subject: FW: Palomar College, RB

From: Gonzales, Adrian D.

Sent: Thursday, November 19, 2015 7:33 AM

To: Nancy Canfield <nancycanfield.realtor@gmail.com>

Cc: Astl, Dennis D. <dastl@palomar.edu>

Subject: Re: Palomar College, RB

Hello Nancy

Thank you for your message and your support of Palomar. Our primary goal is to provide increased educational access to the residents of the southern portion of our district.

We have listened and are taking seriously the concerns raised by the residents in the immediate area, as well as those in the adjacent areas. We have already looked at adding more parking spaces in the back of the property and have initiated talks with Sharp about an emergency entrance/exit in the back. We will explore whether they would be willing to leave that open at all times.

I will forward your message to our facilities personnel so that it gets included in our EIR. Thank you for your feedback on this important issue.

Best regards,
-Adrian

Adrian Gonzales
Interim Superintendent/President
Palomar College

Sent from my iPhone

On Nov 19, 2015, at 6:53 AM, "Nancy Canfield" <nancycanfield.realtor@gmail.com> wrote:

First let me say, Rancho Bernardo welcomes Palomar to this area. I have glanced up to the building so many times these last 2 years, wondering when it would open. And we appreciate the representatives of Palomar College coming to local forums to hear the genuine concerns of the residents, including myself. I will be responding to the EIR, but I wanted to speak to you person to person, to express the concerns in the hearts of many in Westwood.

There is one entrance from RB Rd. at Matinal Rd. south, with 1 lane in and 1 lane out of Palomar's campus, uphill. And what about a bomb scare or an actual emergency, like fire? How will the emergency vehicles fight their way in from RB Road, with everyone fleeing?

The projected number varies, but approximately 1,000 students are expected daily. There will be a paid parking garage, but we all know that students would rather walk a mile from the nearest neighborhood than pay for parking. Reference SD State, (not Escondido which does not resemble the configuration of RB in terms of traffic and parking opportunities near the school).

As it is, children catch the bus at the top of Matinal and Olmeda Roads to attend RB Middle Schools. They are already targets for the existing speeding traffic.

My *greatest* concern though, is the threat to all of the little children, some alone, some walking with Mommies pushing a stroller, who walk to and from Westwood Elementary School at the bottom of Matinal Road, every day, including the little crossing guards. In recent years, neighbors fought for a stop sign at the top of the hill, because people are already speeding downhill from RB Rd.

For 9 years, Westwood has begged for the up to 100 additional cars parking on Poblado, Botero, and the neighboring streets, due to the conversion of Waterbridge from apartments to condos. The way it was configured only 2-bedroom condos with 2 bathrooms, got 2 parking assignments. If the owner got 1 parking space, they had to go elsewhere. Westwood Club fought successfully for their parking space, but Westwood residents fought with no success until recently.

There are three other major traffic influxes coming to the very same crossroads of RB Road and West Bernardo Dr. On the south east quadrant, there is the new Sharp Reese Stealy just built, 3 buildings, one a parking structure, thankfully. But where are those cars going to be travelling to and from to utilize that facility? The same roads - W. Bernardo and RB Rd.

On the north east quadrant, where the Elephant Bar went out, a huge new Phil's Barbecue is being constructed. Part of why Elephant Bar went out is because it was so prohibitive getting in and out of the parking lot, patrons colliding with the traffic exiting I-15. Worse, the exit from this new restaurant is onto West Bernardo Drive, with no left turn (which many people do anyway, causing accidents) or they go to the very same corner of Westwood, Poblado, Botero, to perform a U Turn.

The final new impact comes from the Target shopping center built at Santa Luz - if you go to the top of RB Rd., turn right, and there it is. More and more traffic, especially with Christmas coming.

I am not a Luddite, I do not resist change, we know these new enterprises will all bring some benefit to this area, and the area surrounding. All we are asking is safety and sustained quality of life! It can easily be remedied by opening a back entrance and exit, and not just for emergencies, for daily ingress and egress. Right now, Sharp Reese Stealy is on the back side of the facility, but they will be moving to the new building. What a perfect time to implement this road.

Please make every effort to assist the people of Westwood with this very real threat!

Thanks so much for your time and efforts. I will be readily available if I can help in any way to eliminate the problems.

Warm regards,
Nancy

--

Nancy Canfield

It only takes a little light to alleviate the darkness.

Subject: FW: Palomar College in Rancho Bernardo

Importance: High

From: Susan Crane [<mailto:susancrane@att.net>]

Sent: Friday, November 20, 2015 12:01 PM

To: Astl, Dennis D. <dastl@palomar.edu>

Subject: Palomar College in Rancho Bernardo

Please reconsider your facility expansion in Rancho Bernardo. Traffic in the Westwood section of Rancho Bernardo on Rancho Bernardo Road and Matinal Road would be ten times worst with the Palomar College expansion plans to say nothing of the I-15 off and on ramp congestion. Of concern also is the lack of adequate public transportation in the area.

Find another location please.

Susan Crane

Subject: FW: The Development of a Palomar Campus in Rancho Bernardo
Attachments: PALOMAR COLLEGE EIR Response (2) 2015.docx

From: Thomas Crimmel [<mailto:drcrimmel@gmail.com>]

Sent: Saturday, November 28, 2015 11:40 AM

Subject: The Development of a Palomar Campus in Rancho Bernardo

Dear Representatives,

I am attaching a letter to this email for your consideration.

Sincerely,

Thomas Crimmel

Tom Crimmel
Botero Drive, San Diego, CA 92127

November 28, 2015

Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community.

Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Tom Crimmel

A Resident of Westwood in Rancho Bernardo, CA

Subject: FW: Palomar College EIR

From: Gerald Cunningham [<mailto:gerald.cunningham@sbcglobal.net>]

Sent: Monday, November 23, 2015 7:08 PM

To: Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>;

assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov

Cc: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov; BFennessy@sandiego.gov

Subject: Palomar College EIR

23 Nov 2015

Dennis Astl
1140 West Mission Road
San Marcos, Ca 92069-1487

RE: PALOMAR COLLEGE Environmental Impact Review Response

I appreciate the opportunity to respond to this EIR which will place a campus across from my neighborhood. The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done and will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report does not state specifics in the Master Plan for the amount of parking needed at the new campus. The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) They will also have to walk to campus over half a mile from a bus stop because the EIR does not allow one closer to campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. The safety of the STUDENT PEDESTRIANS is compromised by having to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does reflect future buildings on this site either which will significantly affect the parking allocated for the campus. It is unrealistic to think that 1500 people can park in 792 spots. Half of these people will NOT use alternate types of transportation. Furthermore, 3500 people attending this site will significantly impact the parking allotment. (4.1. pg. 3) Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. The City of San Diego has 6 Community Parking Districts, 5 Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. Five of these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Use our tax payer dollars and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirement. (3.4.2 pg. 3-11) Simply assuming that "adequate parking will be provided on-site to accommodate all students" is irresponsible. The EIR presents no measures to mitigate any potential shortage of parking which is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion. Placing a traffic light at Olmeda Way will allow the residents to exit their neighborhood from extra traffic. Although the traffic study conducted for this review indicates that traffic will not impact the roads significantly. (S-3) Significantly is a choice word. Traffic and Safety surveys were not reviewed at appropriate times, August, and did not incorporate new construction currently underway, Sharp Health Center, Phil's BBQ, Target shopping center. Consider this Third Alternative Plan for a Second Access Road at Via Tazon. Purchase the building where Sharp Health Care is currently, or negotiate a second access road through their parking lot. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light. A bus stop could be placed near here too. (S-14) Palomar College should use its status as a state entity to overrule the city denial of a secondary access road.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? Furthermore, how can 1500 people not disrupt the Congestion Management Plan and the inadequate Emergency Access especially at peak traffic times? (4.8 pg. 13, 27) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then says the city does not have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8, 3.4, states the Alternative Transportation Facilities would not be affected but I contend the increase in 3500 vehicles from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. Rancho Bernardo Road provides two middle school bus stops five times daily which will interfere with pedestrian safety. A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,
Gerald Cunningham
Rancho Bernardo-Westwood Resident

Subject: FW: Palomar Parking Problem
Attachments: PALOMAR COLLEGE EIR Response (2) 2015.docx

From: Ginny Dobias [<mailto:gdobias@hotmail.com>]

Sent: Sunday, November 22, 2015 7:01 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>

Subject: Palomar Parking Problem

Please reference the attachment. Thank you

Virginia Dobias
Oculito Way, San Diego, CA 92127

22 Nov 2015

Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community.

Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Virginia Dobias
Rancho Bernardo-Westwood Resident

Subject: FW: Comment on Palomar College Rancho Bernardo Campus Environmental Impact Review

From: Bruce Fleming [<mailto:wavejump@earthlink.net>]

Sent: Saturday, November 28, 2015 3:51 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancyhadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov; bfennessy@sandiego.gov

Cc: terrynorwood68@gmail.com

Subject: Comment on Palomar College Rancho Bernardo Campus Environmental Impact Review

Nov. 28, 2015

Dennis Astl

1140 West Mission Road

San Marcos, CA 92069-1487

RE: Palomar College Environmental Impact Review Response

We appreciate the opportunity to respond to the EIR regarding placement of a campus across from our neighborhood. Note that this letter includes portions of a letter written by another concerned resident, *and* includes further concerns and details to clarify and provide specifics for the points made.

The first response is to request the NO PROJECT ALTERNATIVE. We do not feel that the plans put forth by Palomar College, and those described in the EIR, will adequately enrich our long-established community. Parking is ill-defined in the Report. An adequate review of the parking requirements and potential impacts on the surrounding neighborhoods has *not* been done and overflow of parking will have a cumulative impact on our community, contrary to the way this term was used in the Report.

Lack of Parking and Public Transit Access

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus, as required by the mandates for EIRs. The lack of parking clearly does not meet Project Objective #8, which states that the campus will reflect its surrounding environment (S2. #8). Inadequate parking will cause students and faculty to park in businesses and the nearby neighborhood of Westwood (S2. #7). Students and faculty who want to take advantage of public transit will also have to walk over half a mile, up a significant hill, from the closest bus stop, because the EIR doesn't allow one closer to campus. How can this be ADA-compliant?

Project Objective #7 states that it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment' (S-2). The environment Palomar will be surrounding is a family-oriented planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. The safety of the STUDENT PEDESTRIANS is compromised by having to cross Rancho Bernardo Rd at the entrance to the college. Rancho Bernardo Rd is a major traffic artery into Westwood and also the nearby communities of 4S Ranch and Del Sur. The Summary of Cumulative Impacts does not reflect future building projects on the site either, which will significantly impact the parking allocated for the Palomar campus. It is unrealistic to think that 1,500 people can park in the current 792 parking spots. Half of these people will NOT use alternative types of transportation because of the issues noted above. Furthermore, 3,500 people attending this site will significantly impact the parking allotment (4.1, pg. 3).

Project Objective #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. Parking is *already* tight on many of the surrounding Westwood neighborhood streets. We, the Westwood residents, will have to pay for residential parking permits so we can park in front of our own homes due to students that

will be parking in our neighborhood. The City of San Diego has 6 Community Parking Districts, 5 Residential Permit Parking Areas and the City of Chula Vista is also establishing a Residential Parking Area, all because of inadequate supplies of parking. Five of those areas are due to college students using neighborhood parking spots. Project Objective #6 'repurposes a existing facility in order to maximize district resources'. Please use our tax payer dollars to build additional parking on the site before the site opens for students.

Project Objective #10 states that the 'support amenities should include adequate parking spots (3.4.1 p. 3-11). A capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements (3.4.2, pg. 3-11). Simply assuming that "adequate parking will be provided on-site to accommodate all students" is irresponsible. The EIR presents no measures to mitigate any potential parking shortage. This is a significant omission in the EIR analysis.

Secondary Access to the Site

A secondary access SHOULD be made for traffic congestion and safety. Placing a traffic light at Olmeda Way will allow neighborhood residents to exit their neighborhood. Although the traffic study conducted for this EIR indicates that traffic will not impact the roads significantly (S-3), "significantly" is a choice word. The August traffic and safety surveys were not reviewed at appropriate times because local schools are not in session and more people than average are on vacation. The August review also did not incorporate data related to new construction in the area that is currently underway. For these reasons, we contend that the traffic study must be revised so that traffic counts and the analysis are performed during regular school/work schedules, not during vacation months or weeks.

Sharp Health Center, Phill's BBQ, and the new Del Sur shopping Center are all likely to increase traffic on Rancho Bernardo Rd. Consider this Third Alternative Plan for a Second Access Road at Via Tazon. Purchase the building where Sharp Health Care is currently located, or negotiate a second access road through their parking lot. This would allow vehicles to be closer to the Transit Parking Station and reduce traffic on Rancho Bernardo Rd. Drivers would have the option to turn towards public transit or proceed to another I-15 on-ramp at Bernardo Center Drive. Alternatively, drivers could turn towards Rancho Bernardo Rd with an already-existing traffic signal at Rancho Bernardo Rd and Via Tazon. A bus stop could be placed near here, too. Palomar College should use its status as a state entity to overrule the city denial of a secondary access road.

Congestion Management and Pedestrian Safety

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and students running in circles because Palomar deems a second access road for the site as an *alternative* solution rather than as PART of the solution. How can adding 1,500 people per day NOT disrupt a public system that was NOT designed for this additional amount of people at that location? Furthermore, how can 1,500 people not disrupt the Congestion Management Plan and the Inadequate Emergency Access, especially at peak traffic times (4.8, pg. 13, 27)? For Long-Term Intersection Operations, how can the Delay Change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change DID indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year?

Under Standards of Significance, this EIR contradicts itself by referencing a proposed city-adopted congestion management plan, and then says the city doesn't have a plan. Interstate 15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance (4.8, pg. 28).

Chapter 4.8, 3.4 states that the Alternative Transportation Facilities would not be affected. We contend that the increase in 3,500 vehicles from Palomar faculty and students WILL make for more hazardous conditions for the pedestrians and cyclists that walk and ride in our community. Rancho Bernardo Rd. currently provides two middle school and two high bus stop locations, five times daily. Those school stops are located along Rancho Bernardo Rd, at the corner of Olmeda Way, and along Rancho Bernardo Road at the corner of Matinal Road; both locations will be highly impacted by Palomar traffic due to their close proximity to the site entrance. A secondary access road will reduce traffic through our neighborhood, divert some traffic away from the school bus stops, and preserve our peaceful area for walking and cycling.

Project Objective #11 states that Palomar will 'ensure that the faculty maximizes the safety of the students, faculty and staff. Building a transit bus stop on campus, or at least shuttle service to the local transit station would increase the safety of the Palomar students and faculty. A secondary access road should be included to allow for swifter and safer evacuation from the campus site, too.

In closing, the Mitigation Measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site" (4.8, pg. 28). Please provide more parking spots, the Third Alternative Access Road, and a transit bus stop on the site to indicate your "good neighbor" approach to our community.

We take great pride in being from RB and embrace our traditions. We would like to see you become a meaningful part of what makes our community great. By taking our responses into consideration and implementing our reasonable requests, you will convince us of your honest desire to become that comprehensive education center which reflects on and has respect for its neighborhood environment.

Respectfully,

Shelley D Fleming

Bruce T. Fleming wavejump@earthlink.net

Rancho Bernardo-Westwood Residents

Subject: FW: Palomar College EIR response
Attachments: PALOMAR COLLEGE EIR Response (2) 2015 (1).pdf

From: Elaine Ford [<mailto:egrandee@gmail.com>]

Sent: Thursday, November 12, 2015 4:28 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov

Subject: Palomar College EIR response

Below you will find an attachment.

Thank you in advance for your consideration!

just imagine,
p. elaine ford

P. Elaine Ford
Oculito Road
San Diego, Ca.
92127

12 Nov 2015

Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community.

Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

P. Elaine Ford
Rancho Bernardo-Westwood Resident

Subject: FW: PALOMAR COLLEGE EIR Response
Attachments: PALOMAR COLLEGE EIR Response 2015.docx

From: Steve - Renee Gray [<mailto:grayrun1@gmail.com>]

Sent: Friday, November 27, 2015 5:48 AM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com <markevilsizer@aol.com>; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net <nancychadwick@cox.net>; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov <assemblymember.maienschein@assembly.ca.gov>; markkersey@sandiego.gov <markkersey@sandiego.gov>; kevinfaulconer@sandiego.gov <kevinfaulconer@sandiego.gov>

Subject: PALOMAR COLLEGE EIR Response

Respectfully submitted for your undivided attention.

Thank you,
Steve and Renee Gray

Steve and Renee Gray
Calenda Road, San Diego, CA 92127

27 November 2015

Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community.

Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Steve and Renee Gray
Rancho Bernardo-Westwood Residents

Subject: FW: Palomar College Rancho Bernardo Plan
Attachments: PALOMAR COLLEGE EIR Response 2015.docx

From: Sally Grigoriev [<mailto:sallygrig@pacbell.net>]
Sent: Saturday, December 05, 2015 12:00 PM
To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>
Subject: Palomar College Rancho Bernardo Plan

Attached is a letter - providing feedback regarding the EIR for the Palomar College expansion project in Rancho Bernardo.

Thank you,

George and Sally Grigoriev
Resident Rancho Bernardo
Westwood Community
Monticook Court

6 December 2015

Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. We don't believe that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been completed. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. It is essential that there are more parking spots in the plan to ensure that our community environment will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area. The Project Objective #10, 'support amenities', should include sufficient parking. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8 pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

George and Sally Grigoriev
Rancho Bernardo-Westwood Residents

Subject: FW: PALOMAR COLLEGE Environmental Impact Review Response

From: Liz Gutschow [<mailto:lizgutschow@att.net>]

Sent: Monday, December 07, 2015 10:28 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov; BFennessy@sandiego.gov

Subject: PALOMAR COLLEGE Environmental Impact Review Response

December 7, 2015

Dennis Astl
1140 West Mission Road
San Marcos, Ca 92069-1487

RE: PALOMAR COLLEGE Environmental Impact Review Response

Dear Mr. Astl,

Thank you for giving me and my fellow residents the opportunity to respond to Palomar College EIR as Palomar College will open a campus across from our neighborhood in Ranch Bernardo.

I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. My biggest concerns are parking, traffic and safety.

Please consider that you not only have enough parking but that you would also not charge for parking. I realize that it would be best to make a reference to your EIR and I will do that but I also want to respond to one of your representative's comments about parking fees. It was said that your college will charge parking fees to students because that is what you do on all of your campuses. Frankly, it surprises me that you would make a decision without considering the impact you are making on the community around your campus. Please put more thought into this decision as it does affect our community.

As you probably know, the original intent was for this land to be a business park. This is what many of the businesses are that have entrances on Rancho Bernardo Road. With that in mind, a company would occupy this property, provide parking for its employees, (free of charge of course) and be all encompassing. It will not be this way if your college charges for parking. Students will choose to park in our community. Not only because you charge for parking but because it may be difficult for people to exit during rush hour. If I were a young student at twenty something years old attending a community college, I would avoid paying for unnecessary services like parking fees. I would park down in the nearby community and with my two strong legs, walk up to the campus. I, as a student, would use that extra money for books, food, clothing, rent, bills, etc.

As a resident of Westwood in Rancho Bernardo, parking along with traffic and safety are my biggest worries as all of these can affect the safety of us and our children the most as far as the day to day activities. As my house can be seen on your planning map that was displayed at the Mount Carmel High School forum, my house is obviously very close to your campus. We have children playing in our neighborhoods. The only cars that currently park on our streets are ones of residents and their visiting families and friends. I bought this property knowing that this would be the case. It would be prudent and considerate if the college would look at the community and see how your decisions affect it before hastily deciding that there should be a parking fee for your students.

Now I will get into the EIR and use specifics on where the report would need to be revised.

The Report does not state specifics in the Master Plan for the amount of parking needed at the new campus. The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) They will also have to walk to campus over half a mile from a bus stop because the EIR does not allow one closer to campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. The safety of the STUDENT PEDESTRIANS is compromised by having to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does reflect future buildings on this site either which will significantly affect the parking allocated for the campus. It is unrealistic to think that 1500 people can park in 792 spots. Half of these people will NOT use alternate types of transportation. Furthermore, 3500 people attending this site will significantly impact the parking allotment. (4.1. pg. 3) Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. The City of San Diego has 6 Community Parking Districts, 5 Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking

availability. Five of these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Use our tax payer dollars and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirement. (3.4.2 pg. 3-11) Simply assuming that "adequate parking will be provided on-site to accommodate all students" is irresponsible. The EIR presents no measures to mitigate any potential shortage of parking which is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion. Placing a traffic light at Olmeda Way will allow the residents to exit their neighborhood from extra traffic. Although the traffic study conducted for this review indicates that traffic will not impact the roads significantly. (S-3) Significantly is a choice word. Traffic and Safety surveys were not reviewed at appropriate times, August, and did not incorporate new construction currently underway, Sharp Health Center, Phil's BBQ, Target shopping center. Consider this Third Alternative Plan for a Second Access Road at Via Tazon. Purchase the building where Sharp Health Care is currently, or negotiate a second access road through their parking lot. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light. A bus stop could be placed near here too. (S-14) Palomar College should use its status as a state entity to overrule the city denial of a secondary access road.

4. The E.I.R. states that "the Rancho Bernardo Community Plan does not identify any evacuation routes with the study area", that is not a valid excuse for not providing adequate emergency access or egress for the school's campus. During the 2007 wildfires most of the community of Westwood was evacuated through the intersection of Rancho Bernardo Road and Matinal Road, it was a traffic nightmare with one police officer trying to save lives. Wildfires and emergency situations do not adhere to time schedules or traffic projections. The students, staff and faculty could easily become trapped using the existing driveway at the intersection of Rancho Bernardo Road and Matinal Road, the stance the school is taking is not acceptable.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? Furthermore, how can 1500 people not disrupt the Congestion Management Plan and the inadequate Emergency Access especially at peak traffic times? (4.8 pg. 13, 27) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway

Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then says the city does not have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8, 3.4, states the Alternative Transportation Facilities would not be affected but I contend the increase in 3500 vehicles from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. Rancho Bernardo Road provides two middle school bus stops five times daily which will interfere with pedestrian safety. A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots at no cost to the students, faculty and staff, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from Rancho Bernardo and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflects on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,
Elizabeth Gutschow

Rancho Bernardo-Westwood Resident

Subject: FW: Palomar College EIR Response

Importance: High

From: Eelia Henderscheid [<mailto:eeliagh@netwiz.net>]

Sent: Friday, November 06, 2015 9:40 AM

To: Astl, Dennis D. <dastl@palomar.edu>

Cc: Terry Norwood <terrynorwood68@gmail.com>; dalejh100@yahoo.com; dhkingery@hotmail.com; egilbert@ucsd.edu

Subject: Palomar College EIR Response

4 Nov 2015

Dennis Astl

Palomar Community College District, San Marcos Campus

1140 West Mission Road

San Marcos, Ca 92069-1487

dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

Dale and I [Eelia and Dale Henderscheid] appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in business' and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area. Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in

our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures states that “although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site.’ (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will assure us of your honest desire to become that comprehensive education center campus which reflection on and respect for its neighborhood environment and be a true part of our community.

Sincerely,

Eelia Henderscheid and Dale Henderscheid
Rancho Bernardo Residents in Westwood

Subject: FW: PALOMAR COLLEGE EIR Response

From: Chris Henroid [<mailto:chenroid@roadrunner.com>]

Sent: Monday, December 07, 2015 9:27 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov; BFennessy@sandiego.gov

Subject: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in business' and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area. Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures states that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site." (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing the most vocal will ensure us of your honest desire to become part of our community.

Respectfully,

Chris Henroid

Rancho Bernardo Resident

Subject: FW: comments on Palomar Community College EIR - Rancho Bernardo Campus
Attachments: PalomarEIRletter-final.pdf

From: Rbns1Nest@aol.com [<mailto:Rbns1Nest@aol.com>]
Sent: Friday, December 04, 2015 11:38 AM
To: Astl, Dennis D. <dastl@palomar.edu>
Cc: phallhomes@gmail.com
Subject: comments on Palomar Community College EIR - Rancho Bernardo Campus

Good morning Mr. Astl,

The [Rancho Bernardo Community Council](#) unanimously agreed on December 3, 2015 at the full board meeting to send the attached comments regarding the Palomar Community College EIR - Rancho Bernardo Campus.

A hard copy has been placed in the mail. The attached copy is being sent in the event the hard copy is not received by the deadline of December 7, 2015.

We look forward to working with Palomar Community College on any concerns which the community of Rancho Bernardo may have relating to the campus,

Regards,

Robin Kaufman
President, Rancho Bernardo Community Council
'Your Voice in the Community'
Established 1971
www.RBCommunityCouncil.com



12463 Rancho Bernardo Road, #523
San Diego, CA, 92128

December 3, 2015

Mr. Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, CA 92069-1487

RE: Comment on the Draft Environmental Impact Report for Palomar Community College, Rancho Bernardo Campus

Dear Mr. Astl:

The Rancho Bernardo Community Council's Government Relations Committee reviewed the analysis provided in the draft Environmental Impact Report (EIR) prepared for the Palomar Community College District (PCCD) Rancho Bernardo Campus on November 5, 2015. Several concerns were addressed and brought to the full board for consideration.

During the December 3, 2015 full board meeting, the Rancho Bernardo Community Council voted 15-0-0 to approve a motion to submit the following concerns regarding the adequacy of the draft EIR:

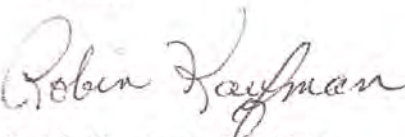
- 1) Parking – There is presently no discussion in the draft EIR related to parking. The Rancho Bernardo Community Council encourages you to review parking to ensure there will not be an overflow of parking into adjacent streets and the neighboring industrial area. We are suggesting that after the first year of free parking for students, you consider incorporating the cost of parking into the tuition so students will feel the need to park on campus; provide various incentives for carpooling; provide shuttle transportation to/from the local regional transit system to students and staff.
- 2) Traffic Study – The draft EIR used a trip generation of .55 trips per student, comparing the Rancho Bernardo campus to the already existing Escondido Campus because '...the location was considered comparable since the site is both in the District and operates similarly to the North Education Center with similar number of students.'

The two campuses differ greatly as there is an established bus route within a short walk of the Escondido campus, while the closest bus stop to the Rancho Bernardo campus is a half mile away. Due to the distance of a bus stop to the Rancho Bernardo campus, the Rancho Bernardo Community Council feels students will be less willing to utilize public transportation. Another major difference is the number of entrances and exits. While the Escondido campus has four entrances and exits, the Rancho Bernardo campus only has one entrance and exit. Due to these concerns, The Rancho Bernardo Community Council believes the draft EIR does not seem to adequately evaluate the traffic associated with the Rancho Bernardo campus. We also believe the traffic study has not taken into consideration the traffic generated on Rancho Bernardo Road and West Bernardo Drive intersection by newer projects in the area such as the Sharp Rees-Stealy facility located on West Bernardo Drive, immediately south of Rancho Bernardo Road.

- 3) Driveway being ADA Compliant – The Americans with Disabilities Act (ADA) of 1990 was enacted to prohibit discrimination against persons with disabilities access to public entities and accommodations. The draft EIR makes no mention of making the only present entrance/exit ADA compliant, affording easy access to the campus for anyone with a potential physical challenge. The Rancho Bernardo Community Council would like to see the entrance/exit adjusted to afford easy access to all who may want to enter the campus.
- 4) Noise – The draft EIR states that outdoor construction activities would occur between 7:00 a.m. and 7:00 p.m. of any day which is in compliance with the City of San Diego. The EIR goes on to state that there will also be night and/or weekend work. If night work may occur, the Rancho Bernardo Community Council believes the EIR should address any nuisance noise associated with close proximity to a residential area. Due to the equipment noise which can easily impact nearby residents, the Rancho Bernardo Community Council requests construction to be limited to only 7 pm.

The Rancho Bernardo Community Council appreciates being afforded an opportunity to submit comments on the draft EIR. We would greatly appreciate being notified of any future public comment opportunities.

Sincerely,



Robin Kaufman, President
Rancho Bernardo Community Council

cc: City Councilmember Mark Kersey
Assemblyman Brian Maienschein

Subject: FW: save westwood

From: Nita [<mailto:just4nl@aol.com>]

Sent: Wednesday, November 18, 2015 1:40 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancyhadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov

Subject: save westwood

Nita Keith
11254 Florindo Rd, San Diego, CA 92127

4 Nov 2015
Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build

adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Nita Keith
Rancho Bernardo-Westwood Resident
just4nl@aol.com

Subject: FW: Palomar College EIR Response

From: Dennis Kingery [<mailto:dhkingery@hotmail.com>]

Sent: Wednesday, December 02, 2015 9:52 PM

To: Astl, Dennis D. <dastl@palomar.edu>

Cc: BFennessy@sandiego.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov; assemblymember.maienschein@assembly.ca.gov; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; nancyhadwick@cox.net; Hensch, Nancy A. <nhensch@palomar.edu>; McNamara, Paul <pmcnamara@palomar.edu>

Subject: Palomar College EIR Response

Dennis Astl
1140 West Mission Road
San Marcos, CA 92069-1487

RE: PALOMAR COLLEGE Environmental Impact Review Response

We appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in our community across from our neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. We do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in business' and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area. Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the

community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for

pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures states that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site.' (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. We would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will assure us of your honest desire to become that comprehensive education center campus which reflection on and respect for its neighborhood environment and be a true part of our community.

Sincerely,

Dennis and Heather Kingery
Rancho Bernardo Residents in Westwood

Subject: FW: EIR response
Attachments: Palomar EIR response letter.pdf
Importance: High

From: Mike Lutz [<mailto:manager@highcountrywest.com>]
Sent: Sunday, November 22, 2015 3:31 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: EIR response

Dennis, here is the EIR response letter from the Rancho Bernardo Community Planning Board. Please let me know if you need any further explanation. I also sent you a copy by US mail. Thanks

Mike Lutz
Chair

Rancho Bernardo Community Planning Board

P.O. Box 270831, San Diego, CA 92198

www.rbplanningboard.com

November 19, 2015

Mr. Dennis Astl

Palomar Community College District, San Marcos Campus

1140 West Mission Road

San Marcos, CA 92069-1487

RE: Comment on the Draft Environmental Impact Report for the Palomar Community College District
South Education Center

Dear Mr. Astl:

On November 19, 2015, the Rancho Bernardo Community Planning Board discussed the analysis provided in the draft Environmental Impact Report (EIR) prepared for the Palomar Community College District (PCCD) South Education Center. The Planning Board previously provided the PCCD with a letter, dated September 17, 2015, responding to the Notice of Preparation of the draft EIR. In that letter, the Board requested that a variety of issues be analyzed in the draft EIR, including issues related to aesthetics and visual quality, noise, transportation and traffic, parking, public services, and greenhouse gas emissions. Some of these issues were adequately addressed in the draft EIR, while others were not.

At the November 19, 2015 meeting, the Planning Board, by a vote of 11-0-0, approved a motion to forward to the PCCD the following concerns regarding the adequacy and accuracy of the draft EIR.

Noise – Page 3-11 states that outdoor construction activities would occur between 7:00 a.m. of any day (note that Section 59.5.0404 21.04 of the City of San Diego Municipal Code prohibits construction on Sundays) and 7:00 p.m.; however Table ES-1 includes a section that addresses “Night and/or Weekend Work.” This section implies that night work could be necessary during the course of construction. If there is the potential for night construction activity, the draft EIR should be revised to address the nuisance noise and land use compatibility issues associated with night construction in proximity to residential development. The sound of construction equipment back-up alarms can travel a significant distance, resulting in impacts to nearby residents attempting to sleep. To avoid confusion and significant adverse impacts to nearby residents, the construction contract should clearly state that no construction activity shall occur on the site after 7:00 p.m.

Transportation and Traffic – The San Diego Municipal Code Land Development Code Trip Generation Manual and the ITE Technical Council Committee both use a trip generation rate for a two-year community college of 1.6 trips per student. The traffic analysis conducted for the South Education Center used a significantly lower trip generation rate of 0.55 trips per student. This generation rate was based on a specific trip generation study performed at the Palomar Community College Escondido Education Center which according to the draft EIR was used because the “location was considered comparable since this site is both in the District and operates similarly to the North Education Center with similar number of students.” There is however a significant difference between the two sites, the Escondido Education Center is located along an established bus route (NCTD 351), which has a bus stop located within a walking distance of one minute from the campus. The proposed South Education

Center is not located directly adjacent to a bus line and the nearest bus stop is approximately 0.5 miles from the entrance to the proposed South Education Center access drive. As result, the Planning Board believes students would be less likely to choose transit to access the South Education Center, resulting in a trip generation rate higher than 0.55 trips per student. Therefore, the draft EIR does not appear to accurately evaluate the impacts to traffic associated with this proposal. Additionally, we continue to have concerns with the level of service analysis provided for the intersection of Rancho Bernardo Road and West Bernardo Drive because the traffic analysis does not appear to take into consideration the traffic that will be generated from the Sharp Rees-Stealy project currently under construction just to the south of this intersection.

The cumulative effects to traffic circulation of the proposed PCCD project along with other projects currently being developed and/or planned for the area are not adequately addressed in the draft EIR. To minimize the potential effect of the proposed project on traffic volumes in the area, the Planning Board continues to request that PCCD establish convenient access to the regional transit system for students and faculty.

Parking – Despite our request that the draft EIR evaluate the adequacy of the parking plan for the proposed project, there is no discussion in the draft EIR related to parking. Although the Initial Study Checklist from the CEQA Guidelines does not address parking, in *Taxpayers for Accountable School Bond Spending v. San Diego USD* (April 25, 2013) 215 Cal.App.4th 1013, the Court disagreed with the assertion that parking can never be a primary physical impact on the environment. The absence of parking on the list of impacts in the Guidelines does not mean it is not a physical effect. “[R]egardless of whether parking is considered a primary or secondary impact of a project, a project’s impact on parking generally should be studied for any potential impact on the environment.” On that basis, the Court found that the MND failed to adequately analyze the project’s effect on parking in the area and that “extensive evidence” from area residents in the form of “personal observations and opinions” constituted substantial evidence that there may be a significant effect on parking.

The draft EIR should have analyzed this issue and either demonstrated that adequate parking was being provided, or incorporated appropriate mitigation measures to ensure that parking from the project will not overflow into the adjacent residential neighborhood to the north and the surrounding industrial area. The Planning Board suggests the following mitigation measures: free on-site parking for all students and faculty; the provision of incentives, such as choice parking spots, for carpoolers; and the provision of convenient access to the regional transit system.

The Rancho Bernardo Community Planning Board appreciates the opportunity to provide comments on the draft EIR and would appreciate notification of upcoming public hearings related to the project.

Sincerely,



Mike Lutz, Chairman
Rancho Bernardo Community Planning Board

Attachment: Letter of Response to the NOP for the draft EIR, dated September 17, 2015

cc: City Councilmember Mark Kersey
Tony Kempton, City of San Diego Planning Department
Assemblyman Brian Maienschein, District 77

Rancho Bernardo Community Planning Board

P.O. Box 270831, San Diego, CA 92198

www.rbplanningboard.com

September 17, 2015

Mr. Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, CA 92069-1487

RE: Notice of Preparation to Prepare an Environmental Impact Report for the Palomar Community College District South Education Center

Dear Mr. Astl:

On September 17, 2015, the Rancho Bernardo Community Planning Board reviewed the information provided in the Notice of Preparation (NOP) to prepare an Environmental Impact Report (EIR) for the Palomar Community College District (PCCD) South Education Center. The NOP was first reviewed by the Planning Board's Development Review Committee (DRC) on September 9, at which time representatives from PCCD were present to provide information about the project and to receive initial input from the DRC. The recommendations from the DRC were then forwarded to the full Planning Board for consideration.

Project Description:

The project, as presented in the NOP, involves the construction and operation of a new southern campus for the PCCD in Rancho Bernardo. The 27-acre project site is located at 11111 Rancho Bernardo Court, at the intersection of Rancho Bernardo Road and Matinal Road. The project site was previously graded and partially developed in accordance with development plans approved by the City of San Diego for three 110,000-square-foot office buildings. PCCD proposes to maintain the existing access road and extend it around the site to provide a better connection to an existing parking structure. The existing four-story building will be converted to a full service education center (110,000 square feet). A 1,000-square-foot campus police facility and an outdoor quad area will be constructed to the northeast of the existing parking structure. Project construction will occur over a period of approximately 18 months, with the campus intended to be operational in fall 2017. The maximum capacity of the facility is 3,470 full time equivalent students (FTES), supported by 38 full-time equivalent faculty and 37 staff/administrators. Operating hours will be 7 am to 10 pm, Monday through Friday. A 150-seat community room could be available for use on the weekends.

Responses to the NOP:

Description of the Project - The draft EIR should provide a detailed description of all aspects of the project including construction and long-term operation. The grading proposed to create a new internal access road to the parking structure, and any other grading that may be required, should be described in terms of volumes of cut and fill, maximum slope gradients, erosion control measures

incorporated into the scope of the project both during construction and over the life of the project. Although not addressed in the NOP, if material is to be removed from the site, the total cubic yards of material to be transported off the site should be provided along with information regarding the number of truck trips that would be generated by this activity and the route that would be used to transport the material from the project site to an appropriate disposal site. If any encroachment into existing open space is necessary, that too should be addressed.

The project description should also provide general information about the types of construction activity that will occur on the site and the anticipated work hours/days. If construction is proposed at night, then additional information regarding night lighting and anticipated noise levels should also be provided.

The project description should also address the building design, lighting of roadways, sidewalks, buildings, and parking areas, and the types and extent of signage to be provided on site.

Although the NOP does not imply that there are any plans for the future expansion of the proposed facility, if there is the potential for expansion at this site to accommodate additional full time equivalent students at some point in the future, that information should be addressed in the draft EIR in accordance with CEQA.

Aesthetics/Visual Quality – The project site may be visible from one or more residential areas in Rancho Bernardo, therefore, the draft EIR should analyze the potential impacts related to night lighting from building illumination, lighted signage, lighting in the parking lot and parking structure, security lighting, and lighting along the access road and new loop road. To minimize impacts related to lighting, including impacts to Palomar Observatory from sky glow, all lighting should be shield to direct lighting downward while still providing lighting to ensure adequate security on the site.

Noise – The draft EIR should address potential noise impacts to nearby residential development during construction, as well as during the long term operation of the facility. Noise sources might include the use of outdoor public address systems, audible sounds to announce the start or end of class, and outdoor student activities. Appropriate mitigation measures should be developed and incorporated into the scope of the project as applicable.

Transportation and Traffic – A traffic study should be conducted for the project that addresses existing and projected future traffic volumes in the project vicinity; including but not limited to the intersections along Rancho Bernardo Road immediately to east and west of the project site (e.g., Via del Campo, Matinal Road, Via Tazon, West Bernardo Drive, north and southbound I-15 ramps, Bernardo Center Drive, Pomerado Road, and Duenda). The traffic study should also analyze potential alternative travel routes that may develop as drivers seek alternative ways to move through the area. Of particular concern are the streets in the Westwood neighborhood. The cumulative effects to traffic circulation of this project along with other projects currently being developed and/or planned for the area (e.g., construction of a new Sharp Rees-Sealy facility on West Bernardo Drive) should also be addressed. Improving access to transit should be evaluated as a possible mitigation measure for impacts related to traffic congestion.

Rancho Bernardo Community Planning Board
NOP – Palomar Community College District Southern Campus

Parking – The project is planned to accommodate 3,470 FTES and 75 faculty, staff, and administrators. A total of 792 on-site parking spaces are proposed. The draft EIR should describe how the total parking spaces to be provided will or will not be adequate to accommodate all users. If adequate spaces are not available on site or if there will be a charge for parking, the draft EIR must address the potential effects to the surrounding area as users attempt to find parking offsite. No parking is permitted along Rancho Bernardo Road and no transit opportunities are currently available along Rancho Bernardo Road in the vicinity of the project, therefore, the only nearby alternative would be the Westwood community to the north. Adequate mitigation should be provided to ensure that the Westwood community is not adversely affected by parking issues related to the current proposal.

Public Services – The draft EIR should evaluate the potential effect that this facility could have on current response times at the Rancho Bernardo Fire Station.

Greenhouse Gas (GHG) Emissions – A potential GHG reduction strategy would be establishing a transit route from the Rancho Bernardo Transit Center to the proposed campus, which would reduce the number of trips generated by the project.

The Rancho Bernardo Community Planning Board appreciates the opportunity to provide responses to the NOP for this project and we look forward to reviewing the draft EIR when it is made available for public review and comment.

Sincerely,



Mike Lutz, Chairman
Rancho Bernardo Community Planning Board

cc: City Councilmember Mark Kersey
Tony Kempton, City of San Diego Planning Department

Subject: FW: Concern regarding PALOMAR COLLEGE EIR

From: Chee Qi Mao [<mailto:maoqi.edu@gmail.com>]

Sent: Friday, December 04, 2015 10:31 AM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancyhadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov

Subject: Concern regarding PALOMAR COLLEGE EIR

Hi,

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not

addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that “adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8 pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will ‘ensure that the faculty maximizes the safety of the students, faculty, and staff’. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that “although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site”. (4.8 pg. 28) Thank you for

recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Qi Mao

Libertad Dr, San Diego, CA, 92127

Rancho Bernardo-Westwood Resident

Subject: FW: Do You Teach Math? (South Ed. Center)

Importance: High

From: Christa Martin [<mailto:strategen@yahoo.com>]

Sent: Sunday, November 08, 2015 10:19 AM

To: Astl, Dennis D. <dastl@palomar.edu>

Subject: Do You Teach Math?

Dear Palomar College,

Let's do the math!

792 parking spaces available

Number of classes per hour:

Number of students per class:

Number of faculty required per hour:

Number of facility staff required per hour:

Total number of people per hour equals?

Total number of people - 792 parking spaces = ?

Let me help!

At an enrollment of 30 students per class, one teacher per class and 0.2 staff allotted (31.2 people) you can run only approximately 25 classes at any given time. (25.38)

What are the numbers?

Please do the math and respond back

Westwood resident,

Christa Martin strategen@yahoo.com

Subject: FW: PLEASE HELP & GIVE HOPE FOR OUR BELOVED NEIGHBORHOOD/WESTWOOD, RANCHO BERNARDO
Attachments: PALOMAR COLLEGE EIR RESPONSE.docx

From: Maggie Massery [<mailto:maggieandrocky@san.rr.com>]

Sent: Sunday, December 06, 2015 8:39 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancyhadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov; BFennessy@sandiego.gov

Subject: PLEASE HELP & GIVE HOPE FOR OUR BELOVED NEIGHBORHOOD/WESTWOOD, RANCHO BERNARDO

Hello & Thanks for your attention.

The attached 2 page document was prepared by one of my neighbors, Terry Norwood, and is an apt conveyance of the widespread concerns of citizens in our wonderful neighborhood. You should simply try to sit in the line of current & worsening "L.A.-style" traffic on Rancho Bernardo Road, trying to enter freeways, especially in the morning and evening and spilling over into our side-streets. If Palomar College opens, the traffic will become beyond gridlock, literally for miles, every day & evening. We own a wonderful home off the Matinal Rd area of Westwood, and when the college students/staff "discover" this is a short-cut around the major streets...needless to tell you...our neighborhood will be just horribly impacted. There is already gridlock on streets around Westwood Elementary at certain times daily. With hundreds of more cars a day, the safety of the children will be compromised in this area, and the traffic volume & dangers extreme. We worry about property values. We have thought about & talked about & worried about possibly moving away from our beloved home and neighborhood and everything we love here. To us, as citizens & residents & homeowners, this is a pending disaster and there will be no turning back & so very sad.

Thank you & I appreciate you if you took time to read this. Your time & caring is very appreciated.

Mrs. Mary Massery

Matinal Circle, Rancho Bernardo 92127

maggieandrocky@san.rr.com

I also want to express agreement with some comments made by Keith Mikas as stated below:

Comments:

Section 6.2 indicates that an alternative solution of relocating this south campus to another site was rejected. This campus site will greatly impact the neighborhood and businesses with too much traffic and excess parking nuisances to forever change the character and atmosphere of this town. Give us the facts. Is it a projected enrollment of 47,500 by 2010 or 2022 according to the PCCD's for each respective year? And, whose environmental impacts would be reduced, the San Marcos campus or the Rancho Bernardo Campus? And speaking of new facilities proposed, tell us about them. These building are not specifically addressed. There is no transparency in this report.

In 6.5, you propose a new second access road OR an interior lopped road as if one or the other may not both be realized? This is a travesty to the Master Plan. As you point out in 6.5 Ability to Attain Project Objectives, both of these options needs to be mitigated to be built. You furthermore state the aesthetics of our community will be

compromise. ?? Do not compromise the aesthetics of our community as you say the second access will do . Instead build the second access road on Via Taxon. (Alternative wording: A better solution would be to build the second access road on Via Tazon.)

THREE large metal poles with hanging lights in one area will definitely impose an impact AESTHETICALLY. This is not what we want for our community. but another traffic signal would not only make our community compromised aesthetically, but in section S-14 and ____, you call it a reduced impact! I believe this would also be called a cumulative impact.

How can you estimate the Near-Term With-Project operations when the school has not even opened? We, a community, are not allowed to have a Community Parking District or Residential Permit Parking Area until after the school is open creating a burden in our community. Therefore, how can the community of Rancho Bernardo know for certain that the Near-Term With-Project operations calculations take into account the PCCD 2022 Plan? (Chapter 4.8. pg 20)

Thank you
Mikas for Council 2016
<http://www.keith2016.com/>

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in business' and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area. Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood.

Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures states that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site." (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing the most vocal will ensure us of your honest desire to become part of our community.

Respectfully,

Terry Norwood

Rancho Bernardo Resident

Subject: FW: PALOMAR COLLEGE EIR

Importance: High

From: Keith Mikas [<mailto:mikas@earthlink.net>]

Sent: Friday, November 06, 2015 1:43 PM

To: Astl, Dennis D. <dastl@palomar.edu>

Subject: RE: PALOMAR COLLEGE EIR

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

Respectfully,

Keith Mikas

Matinal Road / Westwood / Rancho Bernardo Resident

Subject: FW: EIR and Palomar campus

From: johnnymiya@juno.com [<mailto:johnnymiya@juno.com>]

Sent: Monday, December 07, 2015 7:25 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancyhadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov; bfennessy@sandiego.gov

Subject: EIR and Palomar campus

Johnny Miyasaki
Capilla Rd, San Diego, CA 92127

12-7-2015

To All,

I know that the Palomar campus is going to be built, so this letter is not to ask for the campus to be built. To give you some history. I have lived in Westwood since 1975 and in Poway since 1968. Mom and Dad worked for NCR and we moved down here when NCR came to RB from LA. I remember when NCR was really the only building on top of the hill RB road really stopped at Matinal (unless you wanted to go to 4S ranch and hit the dirt road at the end. I also can remember starting to drive in 1981 and seeing ALOT of traffic at RB Road and West Bernardo Dr. Now look at it. There is so much traffic going up RB Road now, it is extremely difficult to get out onto RB Road from Olmeda. With that said. I only ask that there be a traffic signal put at the intersection of Olmeda/ RB Road. My daughter starts driving next year and I dread her going that way at all. I have taken numerous traffic collision reports when I was in Patrol, I see this intersection as a problem for TC's inevitable. The speed that the cars reach going both ways on RB Road at Olmeda is excessive. Now add newer drivers coming from Palomar and you have a disaster waiting to happen. I suggest having a motor Officer (which is what I consider an expert) opinion on whether there should be a traffic signal at the intersection. That will give you the request that I am asking for. NIMBY is not what I am asking for. I am only asking for a 3 way traffic signal.

Sincerely

Johnny Miyasaki Family

Subject: FW: Palomar College Environmental Impact Review Response

From: Lawrence Morgan [<mailto:ldolmorgan@gmail.com>]

Sent: Monday, November 30, 2015 10:50 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwich@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov; BFennessy@sandiego.gov

Subject: Palomar College Environmental Impact Review Response

My husband and I appreciate the opportunity given us to respond to the EIR which will place a campus across from our neighborhood. Our first response is to request the No Project Alternative. We remembered when we first drove down Matinal rd, to view our now home, the neighborhood felt peaceful and we immediately felt at home. Our kids adapted quickly to the neighbors, the neighborhood, the Westwood club and last but of course not the least, Westwood Elementary which our son attends. We say this to say that, we do not feel that the plan put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community.

1. Parking is ill-defined - Project Objective #8.
2. A secondary access should be made for traffic congestion - S-3 & S-14.3.
3. The Project Level Environment Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance.
4. Chapter 4.8 & 3.4 - We request that parking be increased to accommodate current and future growth parking.
5. We request that PCCD will work with The City to determine other ways to improve access to project site. 4.8 pg. 28.

Respectfully,

Mr. and Mrs. Morgan

Rancho Bernardo- Westwood Resident

Subject: FW: Palomar College EIR response
Attachments: PALOMAR COLLEGE EIR Response (2) 2015.docx
Importance: High

From: Terry Norwood [<mailto:terrynorwood68@gmail.com>]
Sent: Monday, November 09, 2015 9:21 AM
To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>
Cc: kevinfaulconer@sandiego.gov; assemblymember.maienschein@assembly.ca.gov; MarkKersey@sandiego.gov
Subject: Palomar College EIR response

Dear Mr. Astl and Palomar Board College,

Please find my response to the south campus EIR.

Respectfully,

Terry Norwood
Rancho Bernardo-Westwood resident

Terry Norwood
Matinal Rd, San Diego, CA 92127

4 Nov 2015

Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community.

Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Terry Norwood
Rancho Bernardo-Westwood Resident

Subject: FW: Environmental Impact Report for the Palomar College South Campus
Attachments: PALOMAR COLLEGE EIR Response (2) 2015.docx

From: Teresa OConnor [<mailto:mrstjo@gmail.com>]

Sent: Saturday, December 05, 2015 9:56 AM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov

Subject: Environmental Impact Report for the Palomar College South Campus

Please find the attached response letter to the proposed Palomar College South Campus.

Sincerely,
Teresa J. O'Connor
voter

Terry Norwood
Matinal Rd, San Diego, CA 92127

4 Nov 2015

Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access MUST be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community.

Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become a comprehensive education center campus (which reflects on and has respect for its neighborhood environment) and be a true part of our community.

Respectfully,

Terry Norwood
Rancho Bernardo-Westwood Resident

Subject: FW: Palomar College EIR response
Attachments: PALOMAR COLLEGE EIR Response (2) 2015.docx

From: jim.kitty.pfeiffer@gmail.com [<mailto:jim.kitty.pfeiffer@gmail.com>] **On Behalf Of** Jim Pfeiffer
Sent: Saturday, November 28, 2015 10:43 AM
To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; Mayor Kevin Faulconer <kevinfaulconer@sandiego.gov>; BFennessy@sandiego.gov
Cc: Terry Norwood <terrynorwood68@gmail.com>; liltaz@mac.com
Subject: Palomar College EIR response

Dennis Astl

1140 West Mission Road
San Marcos, Ca 92069-1487

RE: PALOMAR COLLEGE Environmental Impact Review Response

In my opinion (with my experience of 20 years living on Matinal), cut-through traffic for the proposed campus will increase more than estimated in the EIR.

EIR Quote: "The likelihood of trips utilizing Matinal Road would be the result of one of two factors: (1) People living in the Westwood community who would attend the North Education Center; or (2) People oriented further north that would "cut-through" the Westwood community to reach the Project site."

I have lived on Matinal Rd for over 20 years. I have seen traffic on Matinal Rd increase many fold due to the cut-through traffic generated by the development of areas to the west (4S ranch). There are times during the day that I have to wait for minutes just to back out of my driveway. Not only is the time frustrating, but the risk of being hit by traffic has gone up significantly as the traffic is usually speeding. Residential driveways are approximately every 50 feet. There are numerous blind spots on the road. Neither the speeding or blind spot facts are taken into account in the EIR. On many occasions, (because I use this route to get home) I have witnessed 4S traffic exiting I-15 at West Bernardo, traveling South on West Bernardo, Turn West on Matinal Rd on proceed all the way to Bernardo Rd. Most of the time they are speeding on Matinal Rd. I have cameras on my property that show the traffic and I have also timed some cars doing approximately 50 MPH! I can tell you that backing out a driveway while cars are speeding by at 40-50 MPH is a scary task! Once, while turning right INTO my driveway (signal on!) I experienced a car passing me on the right side! I am terrified at the thought of having even more traffic on this street! The city and the SDPD should have records indicating the amount and speed on this road because they have setup counters and speed recording devices several times.

I also wonder if the investigators noticed a very dangerous blind spot as a driver traveling west on Rancho Bernardo turns North on Matinal Rd. One day I almost hit a SDPD vehicle that was stopped exactly in that blind spot. I thought to myself, what an idiot to stop in that blind spot. The blind spot is created by the incline in the street as the corner is navigated (the street view is blocked by the dashboard in most cars). If students park on Matinal Rd and walk up the street to the campus, I would predict that someday there will be a serious injury or death at that blind spot.

Proposed Solutions:

I submit these solutions in hope that one or more could be implemented.

1. Add signs on Matinal Road near West Bernardo which prohibit through traffic on Matinal Road.

2. Add speed bumps to Matinal Road at appropriate intervals. (City previously denied this request from Westwood residents)
3. Add traffic signs. Traveling South on Matinal Road, at the entrance to Palomar site, that only allow left and right turns. Also add similar signage at the exit of Palomar at Rancho Bernardo. This would prohibit Palomar traffic from using Matinal Road as a shortcut or cut-through. Of course that assumes that the signs would be enforced.
4. Add markings on the road where the very dangerous blind spot exists. This would demark the danger zone for student pedestrians. I could envision painted diagonal lines with "Do Not Cross - Driver Blind Spot" (or whatever clever icon DOT uses)
5. Make sure that there is enough affordable parking on site to accommodate all potential vehicles.
6. Add additional access point to campus.
7. Extend the left turn lane on Rancho Bernardo Road.

In addition to my comments above, I have copied below another letter that has been sent to your attention. I strongly agree with the detailed analysis and recommendations.

Thank You
James Pfeiffer
Matinal Rd
San Diego, CA

I appreciate the opportunity to respond to this EIR which will place a campus across from my neighborhood. The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done and will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics for parking needed at the new campus. The current amount does not meet Project Objective #8. (S-2) Students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) This will be a safety issue for STUDENT PEDESTRIANS crossing a busy intersection *at the entrance to the college*. Students using the Transit System will have to walk over half a mile from a bus stop. Furthermore, how can this be ADA approved? The State requires 2% of parking to be allocated for ADA. A 'comprehensive education center campus experience that reflects its surrounding environment', Project Objective #7 is not being met when students and faculty are impacting the community. (S-2) The surrounding environment is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. It is unrealistic to think that 1500 people can park in 792 spots. Half of these people will NOT use alternate types of transportation. The Summary of Cumulative Impacts will reflect future buildings on this site when 3500 people attend this campus which will therefore significantly affect the parking allocated for the campus. (4.1. pg. 3)

Additionally, Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. The community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. The City of San Diego has 6 Community Parking Districts, 5 Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. Five of these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Use our tax payer dollars and build adequate parking on this site. Project Objective #10 the 'support amenities', should be

translated to sufficient parking spots. (3.4.1 pg. 3-11) A capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirement. (3.4.2 pg. 3-11) Simply assuming that 'adequate parking will be provided on-site to accommodate all students' is irresponsible. The EIR presents no measures to mitigate any potential shortage of parking which is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion. Placing a traffic light at Olmeda Way will allow the residents to exit their neighborhood from extra traffic. Although the traffic study conducted for this review indicates that traffic will not impact the roads significantly. (S-3) Significantly is a choice word. Traffic and Safety surveys were not reviewed at appropriate times, August, and did not incorporate new construction currently underway, Sharp Health Center, Phil's BBQ, Target shopping center. Consider this Third Alternative Plan for a Second Access Road at Via Tazon. Purchase the building where Sharp Health Care is currently, or negotiate a second access road through their parking lot. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light. A bus stop could be placed near here too. (S-14) Palomar College should use its status as a state entity to overrule the city denial of a secondary access road.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? Furthermore, how can 1500 people not disrupt the Congestion Management Plan and the inadequate Emergency Access especially at peak traffic times? (4.8 pg. 13, 27) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8, 3.4, states the Alternative Transportation Facilities would not be affected but I contend the increase in 3500 vehicles from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. Rancho Bernardo Road provides two middle school bus stop five times daily which will interfere with pedestrian safety. A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,
James Pfeiffer
Rancho Bernardo-Westwood Resident

4 Nov 2015

Dennis Astl
1140 West Mission Road
San Marcos, Ca 92069-1487

RE: PALOMAR COLLEGE Environmental Impact Review Response

I appreciate the opportunity to respond to this EIR which will place a campus across from my neighborhood. The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done and will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics for parking needed at the new campus. The current amount does not meet Project Objective #8. (S-2) Students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) This will be a safety issue for STUDENT PEDESTRIANS crossing a busy intersection *at the entrance to the college*. Students using the Transit System will have to walk over half a mile from a bus stop. Furthermore, how can this be ADA approved? The State requires 2% of parking to be allocated for ADA. A 'comprehensive education center campus experience that reflects its surrounding environment', Project Objective #7 is not being met when students and faculty are impacting the community. (S-2) The surrounding environment is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. It is unrealistic to think that 1500 people can park in 792 spots. Half of these people will NOT use alternate types of transportation. The Summary of Cumulative Impacts will reflect future buildings on this site when 3500 people attend this campus which will therefore significantly affect the parking allocated for the campus. (4.1. pg. 3) Additionally, Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. The community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. The City of San Diego has 6 Community Parking Districts, 5 Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. Five of these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Use our tax payer dollars and build adequate parking on this site. Project Objective #10 the 'support amenities', should be translated to sufficient parking spots. (3.4.1 pg. 3-11) A capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirement. (3.4.2 pg. 3-11) Simply assuming that 'adequate parking will be provided on-site to accommodate all students' is irresponsible. The EIR presents no measures to mitigate any potential shortage of parking which is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion. Placing a traffic light at Olmeda Way will allow the residents to exit their neighborhood from extra traffic. Although the traffic study conducted for this review indicates that traffic will not impact the roads significantly. (S-3) Significantly is a choice word. Traffic and Safety surveys were not reviewed at appropriate times, August, and did not incorporate new construction currently underway, Sharp Health Center, Phil's BBQ, Target shopping center. Consider this Third Alternative Plan for a Second Access Road at Via Tazon. Purchase the building where Sharp Health Care is currently, or negotiate a second access road through their parking lot. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light. A bus stop could be placed near here too. (S-14) Palomar College should use its status as a state entity to overrule the city denial of a secondary access road.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? Furthermore, how can 1500 people not disrupt the Congestion Management Plan and the inadequate Emergency Access especially at peak traffic times? (4.8 pg. 13, 27) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8, 3.4, states the Alternative Transportation Facilities would not be affected but I contend the increase in 3500 vehicles from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. Rancho Bernardo Road provides two middle school bus stop five times daily which will interfere with pedestrian safety. A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,
Xxxx xxxxxxxxxxxxxx
Rancho Bernardo-Westwood Resident

Subject:

FW: Palomar College Environmental Impact Review Response

From: Susan Raybuck [<mailto:sraybuck@san.rr.com>]**Sent:** Thursday, November 26, 2015 11:31 AM**To:** Astl, Dennis D. <dastl@palomar.edu>**Cc:** Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; nancyhadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; Hensch, Nancy A. <nhensch@palomar.edu>**Subject:** Palomar College Environmental Impact Review Response

I am a Westwood resident living on Matinal Rd. I do not think the EIR realistically estimates the detrimental effects that will result from the PC site's parking plan and its single ingress/egress.

The EIR does not state specifics in the Master Plan for the amount of parking needed at the new campus. The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5)

The Summary of Cumulative Impacts does reflect future buildings on this site which will significantly affect the parking allocated for the campus. It is unrealistic to think that 1500 people can park in 792 spots. In the future, 3500 people attending this site will significantly impact the parking allotment. (4.1. pg. 3) A capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirement. (3.4.2 pg. 3-11) Simply assuming that "adequate parking will be provided on-site to accommodate all students" is unrealistic. The EIR presents no measures to mitigate any potential shortage of parking which is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion. Traffic and Safety surveys were not reviewed at appropriate times, August, and did not incorporate new construction currently underway, Sharp Health Center, Phil's BBQ, Target shopping center. The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. Adding 1500 people a day WILL disrupt a public system NOT designed for this additional amount of people. Furthermore, 1500 people WILL disrupt the Congestion Management Plan and the inadequate Emergency Access especially at peak traffic times. (4.8 pg. 13, 27)

I am a retired person who has lived on Matinal Rd. for 22 years. I have already seen traffic become a safety issue due to cars cutting through our residential street at speeds only appropriate for Rancho Bernardo Rd. I predict my quality of life and my property's value will decrease if Palomar College doesn't address the concerns Westwood residents have.

Subject: FW: Response to Palomar College Environmental Impact Report

From: km1908k@aol.com [<mailto:km1908k@aol.com>]

Sent: Monday, December 07, 2015 11:21 PM

To: Astl, Dennis D. <dastl@palomar.edu>

Subject: Response to Palomar College Environmental Impact Report

November 7, 2015

Dennis Astl
1140 West Mission Road
San Marcos, CA 92069-1487

Dear Mr. Astl,

I appreciate the opportunity to respond to this draft EIR since the proposed campus is directly across from my neighborhood. Although Palomar repeatedly expresses its opinion throughout the report that the report's contents are adequate, at this time, I do not feel that the plans put forth by Palomar College and the EIR have adequately described the potential impacts on the surrounding neighborhood and rest of the community.

Even when the campus first opens with 1500FTES, there will only be 792 parking spots. The EIR does not explain how this amount of parking will be enough. It would be unrealistic to think that half of the 1500 would use public transportation when the nearest bus stop is half a mile away. This alone is enough for the people of Westwood to believe that there will be a significant number of students parking in our neighborhood, but the NOP said that eventually two more buildings will be built and the number of FTES will increase to 3470. This all seems to add up to major parking, traffic and safety fears for Westwood residents. Before you dismiss my comments about parking as not applicable due to the Initial Study Checklist from the CEQA Guidelines not addressing parking please take into account the appellate court case Taxpayers for Accountable School Bond Spending v. San Diego USD (April 25, 2013) 215 Cal .app. 4th 1013 which the Rancho Bernardo Planning board mentioned in their letter to you regarding the draft EIR. It makes a powerful statement that ("a projects impact on parking generally should be studied for any potential impact on the environment") and that ["extensive evidence" from area residents in the form of "personal observations and opinions" constituted substantial evidence that there may be a significant effect on parking]. I also agree with the Rancho Bernardo Planning board that using .55 trips per student (based on the Palomar Escondido campus) for your calculations in the Rancho Bernardo campus EIR is not appropriate since both The San Diego Municipal Code Land Development Code Trip Generation Manual and the ITE Technical council committee both use the higher number of 1.6 trips per student and a major difference between the two campuses is that the Escondido campus is only one minute of walking time away from the closest bus stop. So a new traffic study unique to the Rancho Bernardo campus should be done instead of using data from the previous Escondido study. This new study should take into account construction projects on the horizon such as Phil's BBQ restaurant and The Sharp Health Center as well as the developing Target shopping center as all of these projects will contribute to increased traffic on Rancho Bernardo road and possibly various roads in Westwood especially Matinal, Capilla ,Olmeda and Poblado in addition to additional traffic from Palomar College.

Please consider the following measures to hopefully mitigate the potential problems with parking, traffic and safety.

1. Please add a substantial number of additional parking spaces
2. Please offer free on campus parking
3. Please add a secondary access road via Via Tazon since the road could easily connect from Via Tazon to West Bernardo drive. This would provide another way to get to Bernardo Center Drive or Camino Del Norte which goes straight over to Poway.
4. Please add a bus stop closer to campus or at least offer a shuttle service to the local transit station.

I hope that everything can be worked out and we can both be good neighbors. Taking the communities responses into consideration and implementing our reasonable requests will assure us of your honest desire to be a comprehensive education center that truly reflects and has respect for its neighborhood environment.

Respectfully,

Kathleen Rhodes

P.S. As the Rancho Bernardo planning board also requested, Please don't do any construction work before 7am or after 7pm--Thank You!

Subject: FW: Palomar College South Campus at Westwood Community

From: robert_santos@att.net [mailto:robert_santos@att.net]

Sent: Wednesday, November 18, 2015 9:42 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov

Subject: Palomar College South Campus at Westwood Community

Roberto & Rosa I. Santos
Calenda Rd., San Diego, CA 92127

18 Nov 2015

Dennis Astl

Palomar Community College District, San Marcos Campus

1140 West Mission Road

San Marcos, Ca 92069-1487

dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen.

With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflects on, has respect for its neighborhood environment and can become a true part of our community.

Respectfully,
Roberto & Rosa
Rancho Bernardo-Westwood Residents

Subject: FW: Palomar College EIR - Impact on Westwood subdivision
Attachments: November 30.docx

-----Original Message-----

From: Reilly and Anne Shaughnessy [mailto:rshaughn@san.rr.com]
Sent: Tuesday, December 01, 2015 7:29 AM
To: Astl, Dennis D. <dastl@palomar.edu>
Cc: Halcon, John <jhalcon@palomar.edu>; assemblymember.maienschein@assembly.ca.gov
Subject: Palomar College EIR - Impact on Westwood subdivision

November 30, 2015

Dennis Astl et al
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my Westwood neighborhood. A copy of this email is attached in word format - please note the highlights and bold areas.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report and parking is THE critical issue that surrounds this project. Given the experiences that the Westwood residences have endured and noted with the conversion of the Waterbridge Condos in our Westwood neighborhood, PARKING and the lack thereof in the planning of the EIR Report is the most critical issue that must be addressed. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhood has not been done and it is a life and safety factor. This will have a cumulative impact on our community and the "planned community" it was always designed for - contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks and adequate parking. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with the school's and students vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college.

Without adequate, free, on-campus parking, the students will do what they will do - which is to park where it is free notwithstanding the impact on the community. The results will be, as mentioned, that they will park in the surrounding business park parking areas as well as across Rancho Bernardo Road in the Westwood neighborhood. The result will be to have students crossing busy industrial streets, or God forbid, Rancho Bernardo Road in the midst of rush-hour traffic. You will have students maimed and possibly killed by rushing motorists due to not seeing the students or the students darting out to make it to class (especially at risk during the dark evening hours in the winter time). I speak from experience as a friend of the family was killed less than a year ago while in a cross walk trying to cross Rancho Bernardo road!

The Summary of Cumulative Impacts does not take into effect the future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen as evidenced already with the issue surrounding the Waterbridge Condo project. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that “although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site”. (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra FREE parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Reilly Shaughnessy
Poblado Way
San Diego, CA 92127

Westwood Resident for 16 years.

November 30, 2015

Dennis Astl et al
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my Westwood neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. **Parking is ill-defined in the Report and parking is THE critical issue that surrounds this project.** Given the experiences that the Westwood residences have endured and noted with the conversion of the Waterbridge Condos in our Westwood neighborhood, **PARKING and the lack thereof in the planning of the EIR Report is the most critical issue that must be addressed.** An inadequate review of the parking requirements and potential impacts on the surrounding neighborhood has not been done and it is a life and safety factor. This will have a cumulative impact on our community and the "planned community" it was always designed for - contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks and adequate parking. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with the school's and students vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college.

Without **adequate, free, on-campus** parking, the students will do what they will do - which is to park where it is free notwithstanding the impact on the community. The results will be, as mentioned, that they will park in the surrounding business park parking areas as well as across Rancho Bernardo Road in the Westwood neighborhood. The result will be to have students crossing busy industrial streets, or God forbid, Rancho Bernardo Road in the midst of rush-hour traffic. You will have students maimed and possibly killed by rushing motorists due to not seeing the students or the students darting out to make it to class (especially at risk during the dark evening hours in the winter time). I speak from experience as a friend of the family was killed less than a year ago while in a cross walk trying to cross Rancho Bernardo road!

The Summary of Cumulative Impacts does not take into effect the future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen as evidenced already with the issue surrounding the Waterbridge Condo project. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the

inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra FREE parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Reilly Shaughnessy
Poblado Way
San Diego, CA 92127

Westwood Resident for 16 years.

Subject: FW: Palomar Community College District - Rancho Bernardo (South Center) Environmental Impact Report

From: beachglass08@aol.com [<mailto:beachglass08@aol.com>]

Sent: Sunday, November 29, 2015 4:48 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancyhadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov; BFennessy@sandiego.gov

Subject: Palomar Community College District - Rancho Bernardo (South Center) Environmental Impact Report

Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487
dastl@palomar.edu

RE: PALOMAR COLLEGE E.I.R. Response

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the E.I.R. will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

These are additional issues I would like addressed:

1. The E.I.R. traffic impact analysis used the "best" case scenario of 3,470 full-time equivalent students (FTES). What it did not state clearly is that a FTES is based on a student taking 15 hours of classes and that one FTES could be composed of several part-time students! A newspaper article printed October 19, 2015 in the San Diego Union Tribune newspaper, quoted Adrian Gonzales, the Interim Superintendent/President, "Gonzales said the new campus will serve the equivalent of 1,000 full-time students, or about 3,000 actual students". This is a ratio of 3 to 1, for the initial 2017 school year. With that ratio in mind, the FTES could grow to 10,410 actual students (3,470 FTES x's 3), plus the faculty and staff. The E.I.R traffic analysis is misleading as to the actual number of students and the number of trips that will be generated and the overall impact to the community. This should be clarified and the true numbers extrapolated.

The E.I.R. states that "is extremely unlikely that a large amount of drivers located outside the Westwood community would utilize Matinal Road as a "cut-through" route since they would need to be familiar with the local streets". It is unbelievable that in the age of GPS and Google Maps that Atkins, the E.I.R. consultants, would make such a claim. It is not a valid statement.

2. There will be an overlap when students are arriving and departing campus. This usually results in difficulty finding an open parking space. There are a total of 792 on-site parking spaces on the site, and a high potential of students parking in our neighborhoods, especially if Palomar charges for parking. In other areas of San Diego, neighborhoods have struggled for years with the noise, trash, speeding and illegal parking by students (Southwestern College is an example). It is imperative that this issue be addressed up front prior to Palomar opening the site, and not for just the first year!

3. The bus stops for Bernardo Heights Middle School and Rancho Bernardo High school are within feet of the intersections of Olmeda/Rancho Bernardo Road and Matinal/Rancho Bernardo Road. The children's safety should be at the forefront of traffic planning. Is it?

4. The E.I.R. states that "the Rancho Bernardo Community Plan does not identify any evacuation routes with the study area", that is not a valid excuse for not providing adequate emergency access or egress for the school's campus. During the 2007 wildfires most of the community of Westwood was evacuated through the intersection of Rancho Bernardo Road and Matinal Road, it was a traffic nightmare with one police officer trying to save lives. Wildfires and emergency situations do not adhere to time schedules or traffic projections. The students, staff and faculty could easily become trapped using the existing driveway at the intersection of Rancho Bernardo Road and Matinal Road, the stance the school is taking is not acceptable.

5. The E.I.R. should address future traffic, construction, and student growth for at least a 10 year period, if not longer. Palomar purchased 27 acres, what is the future use of those acres? What will be the total impact to the Rancho Bernardo Community?

Sincerely,

Nancy Steele
Palacio Place
San Diego, CA 92127

Subject: FW: PALOMAR COLLEGE EIR Response

From: Isabel Rodriguez [<mailto:isabel6@sbcglobal.net>]

Sent: Wednesday, November 25, 2015 12:39 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov

Subject: PALOMAR COLLEGE EIR Response

Dennis Astl

Palomar Community College District, San Marcos Campus

1140 West Mission Road

San Marcos, Ca 92069-1487

dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the

community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for

pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,
Isabel Torrez
Westwood homeowner
Botero Drive,
San Diego, Ca 92127

Subject: FW: Concerns regarding Palomar College Westwood campus

From: Chas Vogel [<mailto:chasvogel@hotmail.com>]

Sent: Thursday, December 03, 2015 11:33 AM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov

Subject: Concerns regarding Palomar College Westwood campus

To all,

After reading the document below, written by Terry Norwood, we have some real concerns regarding going forth with the Palomar College Westwood campus.

Sincerely,

Charles and Gail Vogel

4 Nov 2015

Dennis Astl

Palomar Community College District, San Marcos Campus

1140 West Mission Road

San Marcos, Ca 92069-1487 dastl@palomar.edu

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of

future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community.

Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay

evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Terry Norwood
Rancho Bernardo-Westwood Resident

Subject: FW: Emailing: PALOMAR COLLEGE EIR Response (2) 2015
Attachments: PALOMAR COLLEGE EIR Response (2) 2015.docx

-----Original Message-----

From: Eric Weller [mailto:eweller@precisionelectricco.com]
Sent: Sunday, December 06, 2015 11:47 PM
Subject: Emailing: PALOMAR COLLEGE EIR Response (2) 2015

Good Evening,

I am a Westwood Community Homeowner and am very concerned with the proposed traffic/parking issues that are absolutely going to negatively affect our community. Please see attached letter and let me know how I can personally be more directly involved with this situation beyond simply asking for more adequate reviews and proposals.

Eric, Robyn, & The Weller Clan

Ask us about Melaleuca and the easy way to improve health in your home

Your message is ready to be sent with the following file or link attachments:

PALOMAR COLLEGE EIR Response (2) 2015

Eric Weller
Capilla Rd, San Diego, CA 92127

December 6, 2015

Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, Ca 92069-1487

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our

community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Eric Weller
Rancho Bernardo-Westwood Resident
wellerbee@gmail.com

Subject: FW: Palomar College EIR Response

From: PTDM4@aol.com [<mailto:PTDM4@aol.com>]

Sent: Saturday, November 21, 2015 1:37 PM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancyhadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov

Subject: Palomar College EIR Response

RE: PALOMAR COLLEGE EIR Response

I appreciate the opportunity to respond to the Environmental Impact Report for the Palomar College South Campus that will be located in my community across from my neighborhood.

The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done. This will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report doesn't state specifics in the Master Plan for the amount of parking needed at the new campus. If not enough parking spots are built, students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students will have to walk to campus over half a mile from a bus stop because the EIR doesn't allow for making one closer to the campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. Please build more parking spots so that our community environment (neighborhood and businesses) will not be burdened with excess vehicles. It is also for the safety of the STUDENT PEDESTRIANS so they will not have to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does effect of future buildings on this site either. This will significantly affect the parking allocated for the campus. This EIR doesn't seem to take into account the Master Plan, PCCD 2022. There are 792 current parking spots with at least 1500 people attending this site daily. It is unrealistic to think that half of these people will use alternate types of transportation. Furthermore, the impact of over 3500 people attending this site makes the parking allotment extremely significant. (4.1. pg. 3) How can a cumulative impact NOT occur in this area? Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. What about being self-sufficient/self-sustaining so as not to create a drain on the community? Not building enough parking spots on the campus will create a drain and ill-rapport in the community. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. It will happen. With the City of San Diego having six Community Parking Districts, five Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. And at least five of all these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Why not use our tax payer dollars

which support Prop M and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A total capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirements to meet this number of students and faculty. (3.4.2 pg. 3-11) It simply assumes that "adequate parking will be provided on-site to accommodate all students. The EIR presents no measures to mitigate any potential shortage of parking. This is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion and not be an alternative suggestion. Being a reasonable citizen, I realize the Second Access Road Alternative has pros and cons. Placing a traffic light at Olmeda Way is beneficial because it will allow the residents to exit their neighborhood due to the extra traffic that will be impacting our neighborhood. The negative aspect of this traffic light at Olmeda Way is that it will add an unsightly large piece of equipment to our planned community. Although the traffic study conducted for this review indicates that it will not impact the roads significantly. (S-3) Significantly is a choice word indicating worth of importance. Maybe not significant to the college or the city, but it is significant to our community especially the neighborhood. Consider this Third Alternative Plan for a Second Access Road Alternative. Purchase the building below Palomar site where Sharp Health Care is currently. Make second access road come through this parking lot onto Via Tazon. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. A bus stop could be placed on Via Tazon close to the second access road. Drivers would have the option to turn towards public transit or proceed to another I-5 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? This table further dismisses how 1500 people would not disrupt the Congestion Management Plan and the inadequate Emergency Access. How will fire and rescue or ambulances get into Palomar soon enough when traffic is at its peak? As far as the Alternative Transportation Facilities, there is no public transit bus stop close enough for students and faculty. (S-14) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Adding 1500, and increasing to 3500 people on this road during a firestorm will delay evacuations further than they were in 2007. (4.8 pg. 13, 27) Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then the EIR says the city doesn't have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8 section 3.4, states the actual Alternative Transportation Facilities would not be affected but I contend the increase in traffic from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. I disagree that the proposed project would not interfere with pedestrian safety when over 3500 vehicles will descend on our community. Again, the numbers of vehicles taken into consideration from the Master Plan has not been reviewed in this survey. (4.8. pg. 31) A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Ensure this by building more parking spots and a second access for their safety due to the safety

concerns also listed in Project Objective #8. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that “although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site”. (4.8 pg. 28) Thank you for recognizing that your business **will** impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,

Terry Whitten
Rancho Bernardo-Westwood Resident for 29 years

Terry Whitten

Subject: FW: PALOMAR COLLEGE Environmental Impact Review Response

Importance: High

From: Patricia Wussler [<mailto:pwussler@roadrunner.com>]

Sent: Tuesday, November 17, 2015 11:52 AM

To: Astl, Dennis D. <dastl@palomar.edu>; Halcon, John <jhalcon@palomar.edu>; markevilsizer@aol.com; Hensch, Nancy A. <nhensch@palomar.edu>; nancychadwick@cox.net; McNamara, Paul <pmcnamara@palomar.edu>; assemblymember.maienschein@assembly.ca.gov; markkersey@sandiego.gov; kevinfaulconer@sandiego.gov; BFennessy@sandiego.gov

Subject: PALOMAR COLLEGE Environmental Impact Review Response

4 Nov 2015

Dennis Astl
1140 West Mission Road
San Marcos, Ca 92069-1487

I appreciate the opportunity to respond to this EIR which will place a campus across from my neighborhood. The first response is to request the NO PROJECT ALTERNATIVE. I do not feel that the plans put forth by Palomar College and those described in the EIR will adequately enrich our wonderfully planned community. Parking is ill-defined in the Report. An inadequate review of the parking requirements and potential impacts on the surrounding neighborhoods has not been done and will have a cumulative impact on our community contrary to the way this term is used in the Report.

The Report does not state specifics in the Master Plan for the amount of parking needed at the new campus. The lack of parking clearly does not meet Project Objective #8 that states the campus will reflect its 'surrounding environment'. (S-2. #8) Students and faculty will park in businesses and the nearby neighborhood of Westwood. (S-2. #7) (6.5) They will also have to walk to campus over half a mile from a bus stop because the EIR does not allow one closer to campus. How can this be ADA approved? Project Objective #7 states it is to 'develop a comprehensive education center campus experience that reflects its surrounding environment'. (S-2) The environment Palomar will be surrounding is a planned community that takes great pride in its clean streets, safe pedestrian cross walks, and cycling enthusiasts. The safety of the STUDENT PEDESTRIANS is compromised by having to cross a busy intersection at the entrance to the college. The Summary of Cumulative Impacts does reflect future buildings on this site either which will significantly affect the parking allocated for the campus. It is unrealistic to think that 1500 people can park in 792 spots. Half of these people will NOT use alternate types of transportation. Furthermore, 3500 people attending this site will significantly impact the parking allotment. (4.1. pg. 3) Project Objectives #5 says the campus will be 'self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD'. We, the community neighborhood, will have to pay for residential parking permits so we can park in front of our own homes due to students that will be parking in our neighborhood. The City of San Diego has 6 Community Parking Districts, 5 Residential Permit Parking Areas, and Chula Vista establishing a Residential Parking Area, all because of inadequate supplies of parking availability. Five of these areas are due to college students infringing on neighborhoods. Project Objective #6 'repurposes an existing facility in order to maximize district resources'. Use our tax payer dollars and build adequate parking on this site. Project Objective #10, the 'support amenities', should include sufficient parking spots. (3.4.1 pg. 3-11) A capacity of 3,470 FTES and 75 staff is not addressed in the EIR analysis regarding parking requirement. (3.4.2 pg. 3-11) Simply assuming that "adequate parking will be provided on-site to accommodate all students" is irresponsible. The EIR presents no measures to mitigate any potential shortage of parking which is a significant omission in the EIR analysis.

A secondary access SHOULD be made for traffic congestion. Placing a traffic light at Olmeda Way will allow the residents to exit their neighborhood from extra traffic. Although the traffic study conducted for this review indicates that traffic will not impact the roads significantly. (S-3) Significantly is a choice word. Traffic and Safety surveys were not reviewed at appropriate times, August, and did not incorporate new construction currently underway, Sharp Health Center, Phil's BBQ, Target shopping center. Consider this Third Alternative Plan for a Second Access Road at Via Tazon. Purchase the building where Sharp Health Care is currently, or negotiate a second access road through their parking lot. This would provide vehicles to be closer to Transit Parking Station and reduce traffic directly onto Rancho Bernardo Road. Drivers would have the option to turn towards public transit or proceed to another I-15 Intersection at Bernardo Center Road. Alternatively, drivers could turn towards Rancho Bernardo Road with an already existing traffic light. A bus stop could be placed near here too. (S-14) Palomar College should use its status as a state entity to overrule the city denial of a secondary access road.

The Project Level Environmental Impacts and Mitigation Measures Table both dismiss a small significant amount of traffic and safety creating problems with the public Circulation System Performance. The proposed looped roadway just has faculty and staff running in circles because Palomar deems a second access road as an alternative solution rather than being PART of the solution. How can adding 1500 people a day NOT disrupt a public system NOT designed for this additional amount of people? Furthermore, how can 1500 people not disrupt the Congestion

Management Plan and the inadequate Emergency Access especially at peak traffic times? (4.8 pg. 13, 27) For Long-Term Intersection Operations, how can the Delay change decrease when the Delay itself increased 12.9 points? The Long-Term Roadway Segment Operations change did indicate an increase. Do these tables take into account the PCCD 2022 figures for when the new campus is at maximum capacity OR just the first year? Under Standards of Significance, this EIR contradicts itself by referencing a proposed City adopted congestion management plan then says the city does not have a plan. I-15 is a roadway that serves the Congested Management Plan. One of the two government agencies is not in compliance. (4.8 pg. 28)

Chapter 4.8, 3.4, states the Alternative Transportation Facilities would not be affected but I contend the increase in 3500 vehicles from Palomar faculty and students WILL make for hazardous conditions for pedestrians and bicyclists that walk and ride in our beautiful community. Rancho Bernardo Road provides two middle school bus stops five times daily which will interfere with pedestrian safety. A secondary access road will reduce traffic through our neighborhood allowing for alternative access to the campus thereby preserving our peaceful area for safe walking and cycling. Project Objective #11 states Palomar will 'ensure that the faculty maximizes the safety of the students, faculty, and staff'. Building a transit bus stop on campus or at least offer a shuttle service to the local transit station to increase the safety of the students and faculty.

In closing, the Mitigation measures state that "although no mitigation measures are required, the PCCD will work with the City to determine other ways to improve access to the project site". (4.8 pg. 28) Thank you for recognizing that your business will impact our community. Please provide extra parking spots, the Third Alternative Access Road, and a transit bus stop to indicate your good neighbor approach in our community. We take great pride in being from RB and embrace our traditions. I would like to see you become a meaningful part of our community. By taking our responses into consideration and implementing our reasonable requests, it will ensure us of your honest desire to become that comprehensive education center campus which reflections on and has respect for its neighborhood environment and be a true part of our community.

Respectfully,
Patricia Wussler
Rancho Bernardo-Westwood Resident

PALOMAR COMMUNITY COLLEGE DISTRICT SOUTH EDUCATION CENTER MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to: California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21081.6; and California Code of Regulations, Title 14, Division 6, Section 15097)

Subject: Palomar College, South Education Center Environmental Impact Report, SCH No. 2015081039

Applicant: Palomar Community College District (PCCD)
1140 West Mission Road
San Marcos, CA 92069-1487

PROJECT DESCRIPTION

This Mitigation Monitoring and Reporting Program (MMRP) accompanies the Environmental Impact Report (EIR) for the Palomar Community College District (PCCD) South Education Center. The EIR evaluates the physical environmental effects associated with new development and facility upgrades at the proposed PCCD South Education Center to accommodate prospective students in the southern portion of the district. The campus project site is located at 11111 Rancho Bernardo Road, within the Rancho Bernardo community in the city of San Diego, San Diego County, California.

In 2010, the PCCD acquired the 27-acre property, which included the unfinished 110,000 square-foot office building, four-story 574-space parking structure, and a 218-space surface parking lot, as the future site for the South Education Center. The existing building is a “warm shell,” which means it has limited interior improvements such as minimally finished interiors (i.e. flooring, carpet, interior windows and doors, etc.), a heating and cooling system, drop ceilings, plumbing and restrooms, and interior lighting. The existing development generally occupies the central portion of the site. Construction of the other two planned office buildings and surface parking area is not proposed as part of this project. In addition, no changes to the existing open space easement agreements is proposed.

The objectives of the proposed project, as established by the PCCD, are as follows:

1. Locate an education center in the southern region of the district.
2. Implement relevant goals and objectives of the PCCD 2022 Educational Master Plan 2010 Update, specifically Goal 5 which is to “Ensure that existing and future facilities support learning, programs, and services; and Objective 5.3 which is to “Identify and purchase a site for future development of another Education Center in accordance with the Master Plan.”
3. Provide a shared community resource with amenities for public use.
4. Attract new students to the PCCD through a well-defined academic program.
5. Be self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD.
6. Utilize and repurpose an existing facility in order to maximize district resources.
7. Provide high quality education and support services to the southern portion of the district.
8. Develop a comprehensive education center campus experience that reflects its surrounding environment.
9. Offer a broad-based curriculum supported by a class schedule that is convenient for students.
10. Create the feel of a postsecondary campus by placing importance on support amenities, including those for learning resources, food services, and gathering places for students.
11. Ensure that the facility maximizes the safety of the students, faculty and staff.

The proposed PCCD South Education Center is projected to serve 1,000 full-time equivalent students (FTES) at opening day and would accommodate 2,000 FTES at maximum capacity. It would also employ 38 full-time equivalent faculty (FTEF) and 37 staff and administrators. It is anticipated that typical hours of operation for the South Education Center would be from 7:00 a.m. to 10:00 p.m., Monday through Friday with limited course offerings on Saturday. The PCCD will evaluate the scheduling of classes to meet the needs of the students and to best mitigate conflicts with existing commuter traffic. In accordance with the Educational Master Plan Update recommendations, curricular offerings at the South Education Center are proposed to include a mixture of general education, career/technical education programs, and basic skills education, with the greatest emphasis placed on general education/transfer curriculum. The South Education Center would also consolidate course offerings that are presently offered at off-site locations in the southern area of the district. The curricular offerings that ultimately define the program of instruction are anticipated to change over time.

PCCD South Education Center Mitigation, Monitoring and Reporting Program

Issue	Mitigation Measures	Responsibility	Timing	Monitoring Activity Date Completed
Aesthetics				
Scenic Vistas and Visual Character	None required.			
Light and Glare	<p>Aes-1 All night lighting on PCCD South Education Center shall be designed according to the guidelines recommended by the International Dark-Sky Association, including but not limited to:</p> <ul style="list-style-type: none"> a. Use the lowest wattage lamps feasible. b. Use motion-sensor controls or other lighting controls so that lights are only in use when necessary. c. Incorporate curfews for night lighting. d. Use light fixtures with shielding to direct the light where it is needed but does not escape above into the night sky or outside the property perimeter. e. Turn off any unnecessary lights for the protection of migratory birds. 	PCCD Facilities Department Project Engineer/ Architect	During the design phase, plan check reviews and final construction specifications for PCCD South Education Center.	
Air Quality				
Applicable Air Quality Plans	None required.			
Air Quality Standards	None required.			
Sensitive Receptors	None required.			
Objectionable Odors	None required.			
Biological Resources				
Special Status Species	<p>Bio-1 Pre-Construction Nesting Bird Surveys. Vegetation should not be removed from the project site between January 1 and September 15 to avoid impacts to nesting birds. If project construction cannot be avoided during the period of January 1 through September 15, a qualified biologist would survey all potential nesting vegetation on and within 300 feet of the project site for nesting birds, prior to commencing project activities (including construction and/or site preparation). Surveys shall be conducted once a day for two days at the appropriate time of day during the breeding season, and surveys shall be performed no more than three days prior to vegetation removal and/or disturbance. If no nesting birds are observed, project activities may begin without further mitigation. If an active bird nest is located, the nest site shall be fenced with an exclusion zone of a minimum of 200 feet (500 feet for raptors) in all directions (as feasible considering site boundaries) and this area shall not be disturbed until after September 15 or until the nest becomes inactive.</p>	PCCD Facilities Department Biological Monitor	<p>Retain qualified biologist prior to nest surveys.</p> <p>Coordinate with USFWS and CDFW prior to nest surveys.</p> <p>Three (3) days prior to clearing/ grubbing, grading, and/or construction of project within 300 feet of vegetation between January 1 and September 15.</p>	

PCCD South Education Center Mitigation, Monitoring and Reporting Program

Issue	Mitigation Measures	Responsibility	Timing	Monitoring Activity Date Completed
Sensitive Natural Communities	<p>Bio-2 Construction Fencing and Best Management Practices. Prior to vegetation clearing, grading, and/or construction activities, the PCCD will retain a qualified biologist to oversee installation of appropriate fencing to delineate the limits of construction and the approved construction staging areas. Temporary fencing (with silt barriers) will be installed at the limits of project impacts (including construction staging areas and access routes, as feasible) to prevent additional sensitive habitat impacts and to prevent the spread of silt from the construction zone into adjacent habitats to be avoided. Fencing will be installed in a manner that does not impact habitats to be avoided. The temporary construction fencing will be removed by PCCD upon project completion.</p> <p>Also, standard construction Best Management Practices shall be implemented on site, including but not limited to: observation of a reduced 20-mile per hour speed limit in all project areas; limiting outdoor construction activities to day-time only (no additional lighting required); placing trash in closed containers; prohibiting firearms on site; prohibiting pets on site; and ensuring construction noise shall not significantly exceed the existing ambient noise level.</p> <p>Bio-3 Construction Staging and Equipment Maintenance. The PCCD shall ensure fueling of equipment occurs solely in designated fueling zones or off site. All equipment used in the approved construction limits will be maintained to minimize and control fluid and grease leaks. Provisions to contain and clean up unintentional leaks/spills of construction materials (e.g., concrete), and fuel, oil, fluid and grease shall be in place prior to construction.</p>	<p>Biological Monitor Construction Contractor</p> <p>Construction Contractor</p> <p>PCCD Facilities Department Construction Contractor Biological Monitor</p>	<p>Prior to clearing, grading, and/or any construction activities within or adjacent to native habitats (coastal sage scrub, emergent wetland). Post construction for fence removal.</p> <p>During construction</p> <p>During construction</p>	
Wetlands	None required.			
Wildlife Corridors and Nursery Sites	None required.			
Greenhouse Gas Emissions				
Direct and Indirect Generation of GHG Emissions	None required.			
Hydrology and Water Quality				
Water Quality Degradation	None required.			
Drainage and Hydrology	None required.			

Issue	Mitigation Measures	Responsibility	Timing	Monitoring Activity Date Completed
Noise				
Excessive Noise Levels	None required.			
Excessive Groundbourne Vibration	None required.			
Permanent Increase in Ambient Noise	None required.			
Temporary Increase in Ambient Noise	None required.			
Paleontological Resources				
Paleontological Resources	<p>Pal-1 Paleontological Monitoring Program. The following Paleontological Mitigation Program, as modeled after the City of San Diego’s Paleontological Guidelines, shall be implemented by the PCCD:</p> <ul style="list-style-type: none"> I. <u>Prior to Start of Construction</u> <ul style="list-style-type: none"> A. Verification of Records Search <ul style="list-style-type: none"> 1. The Principal Investigator shall complete a site specific records search including, but not limited to, a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the Principal Investigator stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. B. Principal Investigator Shall Attend Precon Meetings <ul style="list-style-type: none"> 1. Prior to beginning any work that requires monitoring; the PCCD shall arrange a Precon Meeting that shall include the Principal Investigator, Construction Manager and/or Grading Contractor, Resident Engineer, Building Inspector, if appropriate. The Qualified Paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring Program with the Construction Manager and/or Grading Contractor. <ul style="list-style-type: none"> a. If the Principal Investigator is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with the Principal Investigator, Resident Engineer, Construction Manager or Building Inspector, if appropriate, prior to the start of any work that requires monitoring. 	<p>PCCD Facilities Department Paleontological Monitor</p> <p>PCCD Facilities Department Paleontological Monitor</p>	<p>Prior to construction</p> <p>Prior to construction</p>	

PCCD South Education Center Mitigation, Monitoring and Reporting Program

Issue	Mitigation Measures	Responsibility	Timing	Monitoring Activity Date Completed
	<p>2. Identify Areas to be Monitored. Prior to the start of any work that requires monitoring, the Principal Investigator shall prepare a Paleontological Monitoring Exhibit based on the appropriate construction documents (reduced to 11x17) identifying the areas to be monitored including the delineation of grading/excavation limits. The Paleontological Monitoring Exhibit shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).</p> <p>3. When Monitoring Will Occur</p> <p>a. Prior to the start of any work, the Principal Investigator shall also prepare a construction schedule indicating when and where monitoring will occur.</p> <p>b. The Principal Investigator will prepare a detailed letter prior to the start of work or during construction to identify any modification to the monitoring program. This letter shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.</p> <p>II. <u>During Construction</u></p> <p>A. Monitor Shall be Present During Grading/Excavation/Trenching</p> <p>1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the Paleontological Monitoring Exhibit that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the Principal Investigator of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the Paleontological Monitoring Exhibit.</p> <p>2. The Principal Investigator may prepare a detailed letter during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.</p> <p>3. The monitor shall document field activity via the Consultant Site Visit Record. The Consultant Site Visit Record shall be faxed by the Construction Manager the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of any discoveries.</p>	<p>PCCD Facilities Department Paleontological Monitor</p>	<p>During construction</p>	

PCCD South Education Center EIR
Page MMRP-7

June 2016

ATKINS

ATKINS

June 2016

PCCD South Education Center Mitigation, Monitoring and Reporting Program

Issue	Mitigation Measures	Responsibility	Timing	Monitoring Activity Date Completed
	<p>C. Curation of fossil remains: Deed of Gift and Acceptance Verification</p> <ol style="list-style-type: none"> 1. The Principal Investigator shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The Principal Investigator shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the Resident Engineer or Building Inspector and PCCD. <p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The Principal Investigator shall submit two copies of the Final Monitoring Report to PCCD (even if negative), within 90 days after notification from PCCD that the draft report has been approved. 2. The Resident Engineer shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from PCCD which includes the Acceptance Verification from the curation institution. 	<p>PCCD Facilities Department Paleontological Monitor</p> <p>PCCD Facilities Department Paleontological Monitor</p>	<p>Post construction</p> <p>Post construction</p>	
Transportation and Traffic				
Circulation System Performance	<p>TRA-1 Rancho Bernardo Road/Via Del Campo – The project shall reconstruct the median on the south leg of the intersection and restripe the northbound approach within the existing paved width to provide a third lane (an exclusive left-turn lane), thru lane, and dedicated right-turn lane. A traffic signal modification plan shall be prepared. Implementation of this improvement reduces the cumulative impact to below significant levels.</p> <p>TRA-2 Rancho Bernardo Road/Matinal Road/Project Access – Prior to Opening Day, 1) restripe the northbound approach to provide a shared left-turn/thru lane and a dedicated right-turn lane; or 2) restripe the northbound approach with dedicated left-turn and right-turn lanes (with northbound thru movements prohibited) and the southbound approach with a shared left-turn/right-turn lane and southbound thru movement prohibited. Implementation of these improvements reduces this cumulative impact to below significant levels.</p>	<p>PCCD Facilities Department Traffic Engineer City of San Diego Construction Contractor</p> <p>PCCD Facilities Department Traffic Engineer City of San Diego Construction Contractor</p>	<p>Prior to facility operation</p> <p>Prior to facility operation</p>	
Congestion Management Plan	None required.			
Inadequate Emergency Access	None required.			
Alternative Transportation Facilities	None required.			

PALOMAR COMMUNITY COLLEGE DISTRICT SOUTH EDUCATION CENTER EXECUTIVE SUMMARY

This Recirculated Draft Environmental Impact Report (EIR) has been prepared by the Palomar Community College District (PCCD) to evaluate potential environmental impacts that would result from the development of the South Education Center project (proposed project). A Draft EIR for the proposed project was previously circulated for public review on October 23, 2015. The PCCD has determined that additional analysis relating to Air Quality and Energy; Greenhouse Gas Emissions; Noise, Transportation, Traffic, and Parking; and Alternatives were required based on comments received during the initial review of the Draft EIR. As such, this analysis has been incorporated into the DEIR and recirculated for public review and comment.

This Recirculated Draft EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (Public Resources Code Section 2100 et. seq., as amended) and its implementing guidelines (California Code of Regulations, Title 14, Section 15000 et. seq., 2014). PCCD is identified as the lead agency for the proposed project under CEQA.

This executive summary provides a brief synopsis of the project description and results of the environmental analysis contained in the Recirculated EIR for PCCD. By necessity, this summary does not contain the extensive background and analysis found in the EIR document. Therefore, the reader should review the entire document to fully understand the proposed project and its environmental consequences.

Overview

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

Pursuant to Section 15161 of the CEQA Guidelines, a Project EIR has been prepared for the proposed project. A Project EIR examines the environmental impacts of a specific development project. It focuses primarily on the changes in the environment that would result from development of the proposed project during construction and operation. When weighing the options to prepare a Mitigated Negative Declaration (MND) (as was done previously for the project developed on site which included a 330,000 square foot, 3 building commercial office complex), or the preparation of an EIR, the PCCD selected the

preparation of an EIR. An EIR ~~as it~~ provides the most conservative analysis of a project's environmental impacts and allows for additional opportunities for public review and comment.

Project Location and Description

The proposed project would establish the PCCD South Education Center on the 27-acre property located at 11111 Rancho Bernardo Road. The proposed project would convert the existing four-story, 110,000-square foot building into a comprehensive community college education center; construct a new 1,200-foot long loop road; implement drainage improvements; and install walkways, hardscape areas, and landscaping. Conversion of the existing building would include construction of three four-story stairwells and interior tenant improvements to create an education center that meets the facility and space needs identified in the PCCD Educational Master Plan Update. A more detailed project description is provided in Chapter 3.

Project Objectives

The objectives of the proposed project, as established by the PCCD, are as follows:

1. Locate an education center in the southern region of the district.
2. Implement relevant goals and objectives of the PCCD 2022 Educational Master Plan 2010 Update, specifically Goal 5 which is to "Ensure that existing and future facilities support learning, programs, and services; and Objective 5.3 which is to "Identify and purchase a site for future development of another Education Center in accordance with the Master Plan."
3. Provide a shared community resource with amenities for public use.
4. Attract new students to the PCCD through a well-defined academic program.
5. Be self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD.
6. Utilize and repurpose an existing facility in order to maximize district resources.
7. Provide high quality education and support services to the southern portion of the district.
8. Develop a comprehensive education center campus experience that reflects its surrounding environment.
9. Offer a broad-based curriculum supported by a class schedule that is convenient for students.
10. Create the feel of a postsecondary campus by placing importance on support amenities, including those for learning resources, food services, and gathering places for students.
11. Ensure that the facility maximizes the safety of the students, faculty and staff.

Potential Areas of Controversy, Issues Raised by Agencies and Public, and Issues to be Resolved

On August 17, 2015, the PCCD distributed a Notice of Preparation (NOP) for the proposed PCCD South Education Center EIR. The EIR was assigned State Clearinghouse reference number 2015081039. In accordance with Section 15082 of the CEQA Guidelines, the NOP was circulated to interested agencies, organizations, and individuals for a 30-day period that ended on September 17, 2015, during which time comments were solicited regarding the environmental topics and issues that the EIR should evaluate. A

public scoping meeting was held on August 26, 2015 at the Poway Branch Public Library. A public notice was placed in the San Diego Union Tribune on August 17, 2015 informing the general public of the scoping meeting and the availability of the NOP. The NOP, affidavit of publication of the public notice, and comment letters received during the comment period are included in Appendix A of this EIR.

Comments on the NOP prepared for the project were received from one state agency (the California Department of Transportation, District 11), one local planning board (the Rancho Bernardo Community Planning Board), one community organization (the San Diego County Archeological Society, Inc.), in addition to nine individual comment letters/emails from interested citizens (Appendix A). Nine Native American Tribes were also contacted requesting comments on the scope of the proposed project. The PCCD received one response from the Rincon Band of Luiseño Band of Mission Indians indicating that the project is not located within Luiseño aboriginal territory. All of the issues raised during the NOP comment period including concerns with traffic and parking, emergency response and access, air quality and greenhouse gas emissions, noise, and aesthetics have been addressed in the EIR. Please refer to Chapter 2 for a discussion of the project description and Chapter 4 for the environmental impact analysis.

The issues to be resolved by the decision-making body include consideration of the various mitigation measures and alternatives recommended in the EIR; whether the benefits of the proposed project outweigh its unavoidable environmental risk; and whether the discretionary approvals required to implement the proposed project and its development components should be granted.

Impact Summary

This EIR examines the potential environmental effects of the proposed project, including information related to existing site conditions, analyses of the types and magnitude of project-level and cumulative environmental impacts, and feasible mitigation measures that could reduce or avoid environmental impacts; however, some impacts would not be reduced to below a level of significance and would remain significant and unavoidable. In accordance with Appendix G of the CEQA Guidelines, issues associated with the following environmental topics were identified as requiring detailed analysis in this EIR:

- | | |
|----------------------------|-------------------------------|
| ■ Aesthetics | ■ Hydrology and Water Quality |
| ■ Air Quality | ■ Noise |
| ■ Biological Resources | ■ Paleontological Resources |
| ■ Greenhouse Gas Emissions | ■ Transportation and Traffic |

Tables ES-1 and ES-2, presented at the end of this chapter, provide a summary of the project-level and cumulative environmental impacts, respectively, that could result from implementation of the proposed project and proposed mitigation measures that could reduce or avoid potential environmental impacts, as discussed in detail in Chapter 4, Environmental Impact Analysis, of this EIR.

Impacts related to the following environmental topics were determined to be “Effects Not Found to be Significant” in accordance with Section 15128 of the CEQA Guidelines: Agricultural and Forestry Resources, Cultural Resources, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Services Systems. Issues associated with these environmental topics are discussed in Chapter 5, Other CEQA Considerations, of this EIR.

Summary of Alternatives to the Proposed Project

The objective of the alternatives analysis is to consider a reasonable range of potentially feasible alternatives to foster informed decision-making and public participation. The following alternatives to the proposed project are analyzed in detail in Chapter 6, Alternatives, of this EIR:

- **No Project Alternative.** The No Project Alternative assumes the South Education Center would not be realized. The graded and developed 27-acre site would continue to exist as an unfinished light industrial park in the near term which consists of a single four-story, 110,000-square foot building accompanied by a detached four-level, 574-space parking structure and 218-space surface parking lot. In the long term, buildout of the project site as described in the MND for the Rancho Bernardo Industrial Park North – Lot 11 project could occur, which proposed the construction of two additional 110,000 square-foot buildings and additional surface parking areas.
- **Second Access Road Alternative.** The Second Access Road Alternative assumes the proposed PCCD South Education Center would be implemented with the construction of a new second access road, rather than an interior looped road, east of the main project driveway along Rancho Bernardo Road. The Second Access Road Alternative would also require the construction of one westbound dedicated left-turn lane and one eastbound dedicated right-turn lane and require the installation of a traffic signal and signage prohibiting northbound and southbound through movements at the intersection of Rancho Bernardo Road and Olmeda Way.
- **Reduced Project Alternative.** The Reduced Project Alternative assumes the proposed PCCD South Education Center would be implemented but operate with 25 percent reduced FTES. All other construction and operational assumptions would remain the same under this alternative.
- **Bernardo Center Drive Alternative.** The Bernardo Center Drive Alternative would construct the South Education Center on the 3.9-acre property located at the northwest corner of Rancho Bernardo Road and Interstate 15. Construction of an 110,000-square-foot building and approximately 4 or 5 story 800 space parking structure would take place. Because the project site is substantially smaller than that of the proposed project, surface parking areas would be eliminated and thus would require the construction of a larger parking structure. In addition, construction of a loop road and other open space areas would also be eliminated due to space constraints. Access to the project site would likely be from West Bernardo Road through an easement through and existing parking lot or along Bernardo Center Drive. Intersection improvements, such as new signals and/or signage and striping would likely be required.

Table ES-3, presented at the end of this chapter, provides a summary comparison of each alternative to the proposed project with the purpose of highlighting whether the alternative would result in a similar, greater, or lesser impacts than the proposed project. The environmentally superior alternative would be the No Project Alternative. This alternative would reduce some of the significant impacts that would occur from the proposed project such as impacts to aesthetics, air quality, biological resources, greenhouse gas emissions, hydrology and water quality, noise, and transportation and traffic. However, the No Project Alternative project would not fully accomplish all of the proposed project's goals and objectives. Section 15126.6 of the CEQA guidelines states that "If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." As such, the environmentally superior alternative would be the reduced project alternative.

Table ES-1 Project Level Environmental Impacts and Mitigation Measures

Issue	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable				
Aesthetics				
Scenic Vistas and Visual Character	The proposed PCCD South Education Center would not have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings.	LS	None required.	LS
Light and Glare	Implementation of the proposed PCCD South Education Center could create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	PS	Aes-1 All night lighting on PCCD South Education Center shall be designed according to the guidelines recommended by the International Dark-Sky Association, including but not limited to: <ul style="list-style-type: none"> a. Use the lowest wattage lamps feasible. b. Use motion-sensor controls or other lighting controls so that lights are only in use when necessary. c. Incorporate curfews for night lighting. d. Use light fixtures with shielding to direct the light where it is needed but does not escape above into the night sky or outside the property perimeter. e. Turn off any unnecessary lights for the protection of migratory birds. 	LS
Air Quality				
Applicable Air Quality Plans	The proposed PCCD South Education Center would not result in a conflict with or obstruct implementation of the applicable air quality plan.	LS	None required.	LS
Air Quality Standards	The proposed PCCD South Education Center would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.	LS	None required.	LS
Sensitive Receptors	The proposed PCCD South Education Center would not expose sensitive receptors to substantial pollutant concentrations.	LS	None required.	LS
Objectionable Odors	The proposed PCCD South Education Center would not create objectionable odors affecting a substantial number of people.	LS	None required.	LS

Table ES-1 Project Level Environmental Impacts and Mitigation Measures

Issue	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable				
Biological Resources				
Special Status Species	The proposed project could 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 regulated by the CDFW and USFWS.	PS	<p>Bio-1 Pre-Construction Nesting Bird Surveys. Vegetation should not be removed from the project site between March 15 <u>January 1</u> and September 15 to avoid impacts to nesting birds. If project construction cannot be avoided during the period of March 15 <u>January 1</u> through September 15, a qualified biologist would survey all potential nesting vegetation on and within 300 feet of the project site for nesting birds, prior to commencing project activities (including construction and/or site preparation). Surveys shall be conducted once a day for two days at the appropriate time of day during the breeding season, and surveys shall be performed no more than three days prior to vegetation removal and/or disturbance. If no nesting birds are observed, project activities may begin without further mitigation. If an active bird nest is located, the nest site shall be fenced with an exclusion zone of a minimum of 200 feet (500 feet for raptors) in all directions (as feasible considering site boundaries) and this area shall not be disturbed until after September 15 or until the nest becomes inactive.</p>	LS
Sensitive Natural Communities	The proposed project could have a substantial adverse effect on sensitive natural communities.	PS	<p>Bio-2 Construction Fencing and Best Management Practices. Prior to vegetation clearing, grading, and/or construction activities, the PCCD will retain a qualified biologist to oversee installation of appropriate fencing to delineate the limits of construction and the approved construction staging areas. Temporary fencing (with silt barriers) will be installed at the limits of project impacts (including construction staging areas and access routes, as feasible) to prevent additional sensitive habitat impacts and to prevent the spread of silt from the construction zone into adjacent habitats to be avoided. Fencing will be installed in a manner that does not impact habitats to be avoided. The temporary construction fencing will be removed by PCCD upon project completion.</p> <p>Also, standard construction Best Management Practices shall be implemented on site, including but not limited to: observation of a reduced 20-mile per hour speed limit in all project areas; limiting outdoor construction activities to day-time only (no additional lighting required); placing trash in closed containers; prohibiting firearms on site; prohibiting pets on site; and ensuring construction noise shall not significantly exceed the existing ambient noise level.</p>	LS

Table ES-1 Project Level Environmental Impacts and Mitigation Measures

Issue	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable				
			Bio-3 Construction Staging and Equipment Maintenance. The PCCD shall ensure fueling of equipment occurs solely in designated fueling zones or off site. All equipment used in the approved construction limits will be maintained to minimize and control fluid and grease leaks. Provisions to contain and clean up unintentional leaks/spills of construction materials (e.g., concrete), and fuel, oil, fluid and grease shall be in place prior to construction.	
Wetlands	The proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	LS	None required.	LS
Wildlife Corridors and Nursery Sites	The proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	LS	None required.	LS
Greenhouse Gas Emissions				
Direct and Indirect Generation of GHG Emissions	The proposed PCCD South Education Center could potentially generate GHG emissions, either directly or indirectly, resulting in a significant impact on the environment.	PS/LS	<p>None required. GHG-1 Implement Trip Reduction Strategies to Reduce Operational Emissions. The proposed project will include trip reduction strategies that minimize the percentage of commute trips/vehicle miles traveled (VMT) in single occupancy vehicles by students and faculty. Trip reduction strategies may include, but are not limited to, the following measures:</p> <p>a. Provide preferential parking for carpool and vanpool vehicles. Design features may include a separate parking area for carpool and vanpool vehicles that is closer to campus buildings than the parking area for single occupancy vehicles and/or covered parking spaces for carpool and vanpool vehicles.</p> <p>b. Provide bicycle parking/racks. Design features may include both short term and long term parking. Short term parking should be located in visible and prominent locations within 50 feet of the building entrance. Long term parking should be located in a secure area on site or within 750 feet of the project site. A portion of bicycle parking should be covered and protected from the weather (i.e. an existing overhang or covered</p>	

Table ES-1 Project Level Environmental Impacts and Mitigation Measures

Issue	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable				
			walkway, a special covering, weatherproof outdoor bicycle lockers, or an indoor storage area) (Victoria Transport Policy Institute [VTPI], 2015).	
Hydrology and Water Quality				
Water Quality Degradation	The proposed PCCD South Education Center would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.	LS	None required.	LS
Drainage and Hydrology	The proposed PCCD South Education Center would not substantially alter existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion or siltation on- or off-site; result in flooding; exceed the capacity of existing or planned storm water drainage systems; or provide substantial additional sources of polluted runoff.	LS	None required.	LS
Noise				
Excessive Noise Levels	The proposed PCCD South Education Center would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	LS	None required.	LS
Excessive Groundborne Vibration	The proposed PCCD South Education Center would not result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	LS	None required.	LS
Permanent Increase in Ambient Noise	The proposed PCCD South Education Center would not result in a substantial permanent increase in ambient noise levels in the project vicinity above level existing without the project.	LS	None required.	LS

Table ES-1 Project Level Environmental Impacts and Mitigation Measures

Issue	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable				
Temporary Increase in Ambient Noise	The proposed PCCD South Education Center would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	LS	None required.	LS
Paleontological Resources				
Paleontological Resources	The proposed PCCD South Education Center could directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature.	PS	<p>Pal-1 Paleontological Monitoring Program. The following Paleontological Mitigation Program, as modeled after the City of San Diego's Paleontological Guidelines, shall be implemented by the PCCD:</p> <p>I. <u>Prior to Start of Construction</u></p> <p>A. Verification of Records Search</p> <ol style="list-style-type: none"> 1. The Principal Investigator shall complete a site specific records search including, but not limited to, a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the Principal Investigator stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. <p>B. Principal Investigator Shall Attend Precon Meetings</p> <ol style="list-style-type: none"> 1. Prior to beginning any work that requires monitoring; the PCCD shall arrange a Precon Meeting that shall include the Principal Investigator, Construction Manager and/or Grading Contractor, Resident Engineer, Building Inspector, if appropriate. The Qualified Paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring Program with the Construction Manager and/or Grading Contractor. <ol style="list-style-type: none"> a. If the Principal Investigator is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with the Principal Investigator, Resident Engineer, Construction Manager or Building Inspector, if appropriate, prior to the start of any work that requires monitoring. 	LS

Table ES-1 Project Level Environmental Impacts and Mitigation Measures

Issue	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable				
			<p>2. Identify Areas to be Monitored. Prior to the start of any work that requires monitoring, the Principal Investigator shall prepare a Paleontological Monitoring Exhibit based on the appropriate construction documents (reduced to 11x17) identifying the areas to be monitored including the delineation of grading/excavation limits. The Paleontological Monitoring Exhibit shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).</p> <p>3. When Monitoring Will Occur</p> <p>a. Prior to the start of any work, the Principal Investigator shall also prepare a construction schedule indicating when and where monitoring will occur.</p> <p>b. The Principal Investigator will prepare a detailed letter prior to the start of work or during construction to identify any modification to the monitoring program. This letter shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.</p> <p>II. <u>During Construction</u></p> <p>A. Monitor Shall be Present During Grading/Excavation/Trenching</p> <p>1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the Paleontological Monitoring Exhibit that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the Principal Investigator of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the Paleontological Monitoring Exhibit.</p> <p>2. The Principal Investigator may prepare a detailed letter during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.</p>	

Table ES-1 Project Level Environmental Impacts and Mitigation Measures

Issue	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable				
			<p>3. The monitor shall document field activity via the Consultant Site Visit Record. The Consultant Site Visit Record shall be faxed by the Construction Manager the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of any discoveries.</p> <p>B. Discovery Notification Process</p> <p>1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the Resident Engineer or Building Inspector, as appropriate.</p> <p>2. The Paleontological Monitor shall immediately notify the Principal Investigator (unless the Paleontological Monitor is the Principal Investigator) of the discovery.</p> <p>3. The Principal Investigator shall immediately notify PCCD by phone of the discovery, and shall also submit written documentation to PCCD within 24 hours by fax or email with photos of the resource in context, if possible.</p> <p>C. Determination of Significance</p> <p>1. The Principal Investigator shall evaluate the significance of the resource.</p> <p>a. The Principal Investigator shall immediately notify PCCD by phone to discuss significance determination and shall also submit a letter to PCCD indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the Principal Investigator.</p> <p>b. If the resource is significant, the Principal Investigator shall submit a Paleontological Recovery Program. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</p> <p>c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the Principal Investigator shall notify the Resident Engineer, or Building Inspector as appropriate, that a non-significant discovery has been made. The Qualified Paleontologist shall continue to monitor the area.</p>	

Table ES-1 Project Level Environmental Impacts and Mitigation Measures

Issue	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable				
			<p>d. The Principal Investigator shall submit a letter to PCCD indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.</p> <p>III. <u>Night and/or Weekend Work</u></p> <p>A. If night and/or weekend work is included in the contract</p> <ol style="list-style-type: none"> 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting. 2. The following procedures shall be followed. <ol style="list-style-type: none"> a. No Discoveries. In the event that no discoveries were encountered during night and/or weekend work, the Principal Investigator shall record the information on the Consultant Site Visit Record and submit to PCCD via fax by 8:00 a.m. on the next business day. b. Discoveries. All discoveries shall be processed and documented using the existing procedures detailed in Item III above. c. Potentially Significant Discoveries. If the Principal Investigator determines that a potentially significant discovery has been made, the procedures detailed under Item III shall be followed. d. The Principal Investigator shall immediately contact PCCD, or by 8:00 a.m. on the next business day to report and discuss the findings as indicated above, unless other specific arrangements have been made. <p>B. If night work becomes necessary during the course of construction</p> <ol style="list-style-type: none"> 1. The Construction Manager shall notify the Resident Engineer, or Building Inspector, as appropriate, a minimum of 24 hours before the work is to begin. 2. The Resident Engineer or Building Inspector, as appropriate, shall notify PCCD immediately. <p>C. All other procedures described above shall apply, as appropriate.</p>	

Table ES-1 Project Level Environmental Impacts and Mitigation Measures

Issue	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable				
			<p>IV. <u>Post Construction</u></p> <p>A. Preparation and Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> 1. The Principal Investigator shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the City's Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to PCCD for review and approval within 90 days following the completion of monitoring. <ol style="list-style-type: none"> a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with the San Diego Natural History Museum. The Principal Investigator shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. 2. PCCD shall return the Draft Monitoring Report to the Principal Investigator for revision or, for preparation of the Final Report. 3. The Principal Investigator shall submit revised Draft Monitoring Report to PCCD for approval. 4. PCCD shall provide written verification to the Principal Investigator of the approved report. <p>B. Handling of Fossil Remains</p> <ol style="list-style-type: none"> 1. The Principal Investigator shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued. 2. The Principal Investigator shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. 	

Table ES-1 Project Level Environmental Impacts and Mitigation Measures

Issue	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable				
			<p>C. Curation of fossil remains: Deed of Gift and Acceptance Verification</p> <ol style="list-style-type: none"> 1. The Principal Investigator shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The Principal Investigator shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the Resident Engineer or Building Inspector and PCCD. <p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The Principal Investigator shall submit two copies of the Final Monitoring Report to PCCD (even if negative), within 90 days after notification from PCCD that the draft report has been approved. 2. The Resident Engineer shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from PCCD which includes the Acceptance Verification from the curation institution. 	
Transportation and Traffic				
Circulation System Performance	The proposed PCCD South Education Center would conflict with an applicable plan, ordinance, or policy that establishes measures of effectiveness for the performance of the circulation system taking into account all modes of transportation and relevant components, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.	PS ¹	<p>TRA-1 Rancho Bernardo Road/Via Del Campo – The project shall reconstruct the median on the south leg of the intersection and restripe the northbound approach within the existing paved width to provide a third lane (an exclusive left-turn lane), thru lane, and dedicated right-turn lane. <u>A traffic signal modification plan shall be prepared.</u> Implementation of this improvement reduces the cumulative impact to below significant levels.</p> <p>TRA-2 Rancho Bernardo Road/Matinal Road/Project Access – Prior to Opening Day, 1) restripe the northbound approach to provide a shared left-turn/thru lane and a dedicated right-turn lane; or 2) restripe the northbound approach with dedicated left-turn and right-turn lanes (with northbound thru movements prohibited) and the southbound approach with a shared left-turn/right-turn lane and southbound thru movement prohibited. Implementation of these improvements reduces this cumulative impact to below significant levels.</p>	LS

¹ All traffic impacts are cumulative project impacts.

Table ES-1 Project Level Environmental Impacts and Mitigation Measures

Issue	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable				
			<p>TRA-3 Rancho Bernardo Road/ West Bernardo Drive The Rancho Bernardo Road/ West Bernardo Drive intersection has recently been improved to its ultimate Community Plan classification. Improvements per the Rancho Bernardo Public Facilities Financing Plan (PFFP) Project No. T-14 widened Rancho Bernardo Road to its current six-lane cross-section, which included additional lanes at the westbound approach to West Bernardo Drive. Extensive research was conducted to determine the feasibility of providing capacity-enhancing improvements at this intersection. All intersection approaches provide dual left-turn lanes. The westbound and northbound approaches provide dedicated right-turn lanes. Consideration was given toward providing a right-turn overlap phase for the westbound right-turn lane. However, with this improvement, the intersection was calculated to continue to operate at significant LOS F conditions.</p> <p>In addition, there is no available right-of-way along these roadways. Even if it was feasible to widen Rancho Bernardo Road and/or West Bernardo Drive to include dedicated right-turn lanes at the eastbound and southbound approaches, the analysis proved these improvements would not reduce the impact to below significant levels. Field observations, a review of the available right-of-way, and operational analyses completed with the improvements suggested above concluded that improvements such as additional lanes, signal timing modifications, right-turn overlap phasing, etc. would be physically infeasible and/or do not reduce levels of service to below a level of significance. Therefore, the cumulative impact at this intersection would remain significant and unmitigated.</p> <p>TRA-4 As part of the proposed project, a Transportation Demand Management (TDM) plan will be implemented and include the following measures to help alleviate peak hour congestion along the study area roadway systems:</p> <ul style="list-style-type: none"> a. The project will coordinate with the Metropolitan Transit System to determine the feasibility of providing a bus stop on campus. b. Bicycle racks and lockers will be provided for student and staff/faculty use. c. Transportation information will be displayed in common areas accessible to students, faculty and staff. Transportation Information Displays should include, at a minimum, the following materials: <ul style="list-style-type: none"> i. Ridesharing promotional material; ii. Bicycle route and parking including maps and bicycle safety information; 	

Table ES-1 Project Level Environmental Impacts and Mitigation Measures

Issue	Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable				
			iii. Materials publicizing internet and telephone numbers for referrals on transportation information; iv. Promotional materials supplied by North County Transit District, Metropolitan Transit System, and/or other publicly supported transportation organizations; and v. A listing of facilities at the site for carpoolers/vanpoolers, transit riders, bicyclist and pedestrians, including information on the availability of preferential carpool/vanpool parking spaces and the methods for obtaining these spaces. d. Carpool/vanpool parking spaces will be provided in preferentially located areas (closest to building entrances). These spaces will be signed and striped "Car/Vanpool Parking Only." Information about the availability of and the means of accessing the car/vanpool parking spaces will be posted on Transportation Information Displays located in common areas and the campus website. e. Provide charging station(s) for electric vehicles. f. Balance class schedules by spreading classes throughout the course of the day to reduce peak hour volumes during the peak hours of the adjacent street system.	
Congestion Management Plan	The proposed PCCD South Education Center would not conflict with an adopted plan, policy, or program regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	LS	None required.	LS
Inadequate Emergency Access	The proposed PCCD South Education Center would not conflict with an adopted plan, policy, or program regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	LS	None required.	LS
Alternative Transportation Facilities	The proposed PCCD South Education Center would not conflict with an adopted plan, policy, or program regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	LS	None required.	LS

Table ES-2 Summary of Cumulative Impacts

Issue	Geographic Scope of Cumulative Impact Analysis	Significant Cumulative Impact?
Aesthetics	<p>For scenic vistas and daytime glare, there is no cumulative study area because impacts are specific to the project site.</p> <p>For visual character, the cumulative impact study area includes areas adjacent to project site.</p> <p>For regional light pollution, the cumulative impact study area includes all areas of the City of San Diego (that may contribute to “light dome” effects that disrupt “dark-sky” observations).</p>	No.
Air Quality	<p>For consistency with applicable air quality plans, toxic air contaminants, and objectionable odors, there is no cumulative study area because impacts are limited to either the project or a few homes along the northwest campus boundary at which there are no cumulative projects identified.</p> <p>For violations of air quality standards, the cumulative impact study area includes the San Diego Air Basin.</p> <p>For carbon monoxide “hot spots” affecting sensitive receptors near congested intersections, the cumulative impact study area includes a two percent per year for two years growth rate.</p>	No.
Biological Resources	<p>For resources identified as sensitive by the City’s Multiple Species Conservation Plan (MSCP) Subarea Plan, the cumulative impact study area includes the designated open space preserves within the MSCP boundary.</p> <p>For federally and state-listed species, the cumulative impact study area includes the United States and California, respectively.</p>	No.
Greenhouse Gas Emissions	The cumulative impact study area includes the global atmosphere.	No.
Hydrology and Water Quality	The cumulative impact study area includes area encompassed by the San Dieguito Hydrologic Unit.	No.
Noise	The cumulative impact study area includes the residential neighborhood north of the project boundaries. Also corresponds to the surrounding circulation system along roadways in which the projected increase in traffic volumes would exceed noise standards.	No.
Paleontological Resources	The cumulative impact study area includes the Friars Formation geologic unit throughout the San Diego region.	No.
Transportation and Traffic	For exceedances of LOS standards, the cumulative impact study area includes roadways and intersections in the vicinity of the project at which the projected increase in traffic volumes would exceed 50 peak-hour trips.	Yes.

Table ES-3 Summary of Impacts for Alternatives Compared to the Proposed Project

Issue Area	Proposed Project Without Mitigation	Proposed Project With Mitigation	No Project Alternative	Second Access Road Alternative	Reduced Project Alternative	Bernardo Center Drive Alternative
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable ▲ Alternative would likely result in an increased level of impact when compared to the proposed project. — Alternative would likely result in a similar level of impact when compared to proposed project. ▼ Alternative would likely result in a reduce level of impact to issue when compared to proposed project.						
Aesthetics						
Scenic Vistas	LS	LS	—	—	—	—
Visual Character	LS	LS	—	▲	—	▲
Light and Glare	PS	LS	▼	—	—	▲
Air Quality						
Applicable Air Quality Plans	LS	LS	—	—	—	—
Air Quality Standards	S	LS	—	▲	▼	▲
Cumulatively Considerable Emissions	LS	LS	▼	▲	▼	▲
Sensitive Receptors	LS	LS	—	▲	▼	▲
Objectionable Odors	LS	LS	—	—	—	—
Energy	LS	LS	—	▲	▼	▲
Biological Resources						
Special Status Species	PS	LS	▼	▲	—	▲
Sensitive Natural Communities	PS	LS	▼	▲	—	▲
Jurisdictional Waters and Wetlands	PS	LS	▼	—	—	▲
Wildlife Corridors and Nursery Sites	LS	LS	▼	—	—	▲
Biological Resources Protection Policies or Ordinances	LS	LS	▼	—	—	▲
Adopted Habitat Conservation Plan	LS	LS	▼	—	—	—
Greenhouse Gases						
Direct and Indirect Generation of GHG Emissions	LS	LS	▼	▲	▼	▲
Applicable GHG Emissions Reduction Plan, Policy, or Regulation	LS	LS	▼	—	—	—
Hydrology and Water Quality						
Water Quality Degradation	LS	LS	▼	▲	—	▲
Drainage Alterations	LS	LS	▼	—	—	▲
Noise						
Excessive Noise Levels	LS	LS	▼	▲	—	▲
Excessive Groundborne Vibration	LS	LS	▼	▲	—	▲
Permanent Increase in Ambient Noise	LS	LS	▼	—	▼	▲
Temporary Increase in Ambient Noise	LS	LS	▼	▲	—	▲
Paleontological Resources						
Paleontological Resources	PS	LS	▼	—	—	▲

Issue Area	Proposed Project Without Mitigation	Proposed Project With Mitigation	No Project Alternative	Second Access Road Alternative	Reduced Project Alternative	Bernardo Center Drive Alternative
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable ▲ Alternative would likely result in an increased level of impact when compared to the proposed project. — Alternative would likely result in a similar level of impact when compared to proposed project. ▼ Alternative would likely result in a reduce level of impact to issue when compared to proposed project.						
Transportation and Traffic						
Increases in Traffic	PS	SU ²	▼	—	▼	▲
Project Access	LS	LS	▼	▼	▼	▲
Alternative Transportation	LS	LS	▼	—	—	—
Parking	LS	LS	—	—	—	—

² Impacts at one intersection would result in a significant and unavoidable cumulative impacts at Year 2035.

This page intentionally left blank.

Chapter 1 **INTRODUCTION**

The California Environmental Quality Act (CEQA) requires that all state and local government agencies consider the environmental consequences of programs and projects over which they have discretionary authority before taking action on those projects or programs. Where there is substantial evidence that a project may have a significant effect on the environment, the agency shall prepare an Environmental Impact Report (EIR) (CEQA Guidelines, Section 15164[a]). An EIR is an informational document that will inform public agency decision makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

CEQA requires that a Draft EIR be prepared and circulated for public review. Following the close of the public review period, the lead agency prepares a Final EIR, which includes the comments received during the review period (either verbatim or in summary), and responses to the significant environmental issues identified in those comments. Prior to taking action on a proposed project, the lead agency must certify the EIR and make certain findings.

A lead agency is required to recirculate a Draft EIR, prior to certification, when “significant new information” is added to the EIR after the public review period begins (CEQA Guidelines Section 15088.5). New information is deemed significant if it reveals the following:

- A new significant environmental impact resulting from either the project itself or a new proposed mitigation measure;
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project proponent declines to adopt it; or
- The draft EIR was so fundamentally flawed that it precluded meaningful public review and comment.

In addition, a lead agency may choose to recirculate an EIR if additional studies or analysis is conducted for a project before a specific action is taken by local decision makers to approve a project. Recirculation may be limited to those chapters or portions of the EIR that have been modified. Public notice and circulation of the recirculated Draft EIR is required, per CEQA Guidelines Sections 15086 and 15087.

1.1 Reader's Guide to the Recirculated EIR

As the CEQA lead agency, the Palomar Community College District (PCCD) is responsible for the preparation and certification of the EIR prior to approving or carrying out the proposed project. The discretionary action before the lead agency is the approval of the proposed project. In its role as the lead agency, the PCCD has directed the recirculation of the Draft EIR for the proposed project.

Notice of Recirculation

Recirculation of a Draft EIR requires notification of responsible and trustee agencies and the general public, per CEQA Guidelines Sections 15086 and 15087. The lead agency need only recirculate those chapters or portions of the Draft EIR that have been significantly modified. However, in this case the entirety of the EIR is being recirculated.

Purpose of Recirculation

During public review of the Draft EIR, public comments raised a number of issues that, taken together, warranted the preparation of a revised Draft EIR to be recirculated for public review. Specifically, comments related to transportation and traffic, the adequacy of on-site and off-site parking, and project alternatives. In addition, the PCCD revised its Full-Time Equivalent Student (FTES) assumptions down to more accurately reflect buildout of the proposed project. In the previously circulated Draft EIR the PCCD proposed 3,470 FTES as maximum capacity of this proposed facility. The PCCD subsequently revisited the capacity of the existing building on the project site and determined that a build-out FTES of 2,000 is more appropriate and realistic given the available square footage and configuration of proposed classroom space.

Revised 2035 FTES Assumptions

After distribution of the Draft EIR and the collection of community feedback, PCCD re-assessed the maximum FTES supported by the available square footage and configuration of proposed classroom space for the existing building. Based on the capacity of the South Education facility, PCCD has adjusted the maximum target FTES generated by the South Education Center to 2,000 which was based on the total amount of classroom and lab space as currently designed in the existing building on site.

The maximum enrollment anticipated by PCCD by Year 2035 is projected at 2,000 annual FTES, down from 3,470 FTES, which amounts to a fall semester enrollment of 5,625 students. It should be noted that total enrollment does not indicate a daily enrollment rather a total of all students enrolled during a particular semester.

Transportation, Traffic, and Parking

Comments were received on the Draft EIR regarding the use of 0.55 trips per student trip generation rate for traffic impact analysis rather than the SANDAG generation factor of 1.2 trips per student. As such, the revised traffic impact analysis uses the SANDAG trip generation rate of 1.2 trips per student for community college/junior college, in addition to the revised FTES assumptions described above, and carried forward for analysis in Section 4.8 Transportation, Traffic, and Parking of this Recirculated Draft EIR.

Regarding parking, comments received on the Draft EIR requested a project specific parking analysis to better demonstrate whether there would be adequate parking on and off site. As such this analysis is

provided as Appendix H to this ~~Recirculated Draft-Final~~ EIR and carried forward for analysis in Section 4.8 Transportation, Traffic, and Parking of this ~~Recirculated Draft~~ EIR.

Air Quality and Energy, Greenhouse Gas Emissions, and Noise

Section 4.2 Air Quality and Energy, Section 4.4 Greenhouse Gas Emissions, and Section 4.6 Noise were also revised to reflect the updated average daily traffic assumptions that were changed as a result of the revised traffic impact analysis.

Project Alternatives

Comments received on the Draft EIR also requested additional alternatives to be analyzed. As a result, Chapter 6, Alternatives, was also revised to include analysis of a reduced project alternative and an off-site alternative.

1.2 Notice of Preparation

On August 17, 2015 the PCCD distributed a Notice of Preparation (NOP) for the proposed PCCD South Education Center EIR. The EIR was assigned State Clearinghouse reference number 2015081039. In accordance with Section 15082 of the CEQA Guidelines, the NOP was circulated to interested agencies, organizations, and individuals for a 30-day period that ended on September 17, 2015 during which time comments were solicited regarding the environmental topics and issues that the EIR should evaluate. During the NOP review period, consistent with CEQA Guidelines Section 15083, a public scoping meeting was held on August 26, 2015 at the Poway Branch Public Library. A public notice was placed in the San Diego Union Tribune on August 17, 2015 informing the general public of the scoping meeting and the availability of the NOP. The NOP, affidavit of publication of the public notice, and associated comment letters are included in Appendix A of this EIR.

1.3 Scope of the EIR

The PCCD established the scope of analysis of this EIR is based on the comment letters received in response to the NOP, as discussed above, and review of relevant past environmental documents regarding the project site. It was determined that the proposed project may result in potentially significant impacts associated with the following environmental topics:

- Aesthetics
- Air Quality
- Biological Resources
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Noise
- Paleontological Resources
- Transportation and Traffic

Project-level and cumulative impacts related to the above-listed environmental topics are analyzed in detail in Chapter 4, Environmental Impact Analysis, of this EIR. Other mandatory discussions required by CEQA include effects not found to be significant, growth inducement, significant and unavoidable environmental effects, and significant irreversible environmental changes, which are addressed in Chapter 5, Other CEQA Considerations, of this EIR. Alternatives to the proposed project are discussed in Chapter 6, Alternatives, of this EIR.

1.4 Draft EIR Public Review

Pursuant to Section 15105(a) of the CEQA Guidelines, when a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse. During public review, a draft EIR is circulated to responsible agencies that have discretionary approval over implementation of the proposed project, trustee agencies with jurisdiction by law over natural resources that would be affected by implementation of the proposed project, and interested organizations and individuals. According to Section 15204 of the CEQA Guidelines, in reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.

The 45-day public review period for the draft EIR will begin on March 25, 2016 and end on May 9, 2016. Copies of this document will be available for public review on the PCCD website identified below. Written comments on the draft EIR will be received by the PCCD at the following address:

Mr. Dennis D. Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, California 92069-1487
Phone: (760) 744-1150 x2772 Fax: (760) 761-3506
Email: dastl@palomar.edu
<http://www2.palomar.edu/pages/propm/environmental-impact-reports/>

Pursuant to Section 15088 of the CEQA Guidelines, the PCCD will provide written responses to comments received on the draft EIR during the public review period. All comments will be taken into consideration by the PCCD Governing Board when making a decision on whether or not to certify the final EIR.

Per CEQA Guidelines Section 15088.5(f) (3), the lead agency requests that reviewers submit new comments for the Recirculated Draft EIR. According to CEQA Guidelines Section 15088.5(f) (3), the comments received on the prior draft EIR would become part of the administrative record, but written responses to those comments are not required. As such, reviewers must submit new comments on the revised EIR. Public comment(s) in writing is required during the 45-day public review period.

1.5 Final EIR and EIR Certification

The PCCD ~~shall respond~~ will be in writing to significant environmental points raised by the reviewers of the recirculated Draft EIR in their comments. The comments and responses ~~will be~~ are included in the Final EIR. The Final EIR ~~shall consist~~ will be of the Draft EIR, the recirculated Draft EIR, comments received on both the Draft EIR and recirculated Draft EIR, and the responses to ~~those~~ the recirculated Draft EIR comments. After a public hearing on the proposed project, the PCCD Governing Board will then review the Final EIR along with any public testimony and decide whether to certify the EIR and whether to approve or deny the project.

If the Governing Board approves the project and significant impacts identified by the EIR cannot be mitigated, the Governing Board must state in writing the reasons for its actions. A statement of overriding

considerations must be included in the record of the project approval and mentioned in the notice of determination (CEQA Guidelines, Section 15093(c)).

1.6 Incorporated by Reference

According to Section 15150 of the CEQA Guidelines, an EIR may incorporate by reference all or portions of another document which is a matter of public record. The incorporated language shall be considered to be set forth in full as part of the text of the EIR. All documents incorporated by reference are available for review at, or can be obtained through the PCCD San Marcos campus office.

1.6.1 PCCD Master Plan 2022 and PCCD Educational Master Plan Update

To respond to anticipated future growth in the area served by Palomar College, PCCD prepared a comprehensive educational and facilities master plan, known as the PCCD Master Plan 2022, which was completed in August 2003. Master Plan 2022 reflects the PCCD's core values, including the provision of access to its programs and services. In May 2010, the PCCD Educational Master Plan Update was completed which revised the educational component of Master Plan 2022, and provided a current perspective along with educational needs/demands for the future, incorporating changes that occurred within the PCCD and the program of instruction over the elapsed seven years. In order to accommodate the PCCD's future academic space needs, the Educational Master Plan Update identifies the PCCD South Education Center as one of two new educational centers in the PCCD system.

1.6.2 Rancho Bernardo Industrial Park North – Lot 11 Mitigated Negative Declaration

The previously approved Mitigated Negative Declaration (MND) (SCH 2005031034) for the project site was analyzed in compliance with CEQA. The City of San Diego determined that the project could have a significant environmental effect in the following areas: biological resources, paleontological resources, and transportation/circulation. Mitigation measures were incorporated to avoid or mitigate the potentially significant environmental effects to less than significant. Therefore, portions of this EIR analysis, specifically as it relates to existing facilities, are supported by the Rancho Bernardo Industrial Park North – Lot 11 MND.

1.7 Document Organization

The content and format of this Final EIR are designed to meet the requirements of CEQA. The document is organized into the following chapters:

- **Comments received on the Recirculated Draft EIR and Responses.** This section contains a copy of the comment letter received and the responses to the concerns. Attachment 1 to this section are the comment letters received on the initial Draft EIR.
- **Mitigation, Monitoring, and Reporting Program.** Summarizes the proposed projects mitigation measures, who is responsible for implementing, and the required timing of implementation.

- **Executive Summary.** Summarizes the proposed project, project-related and cumulative impacts, mitigation measures, and alternatives to the proposed project.
- **Chapter 1, Introduction.** Provides a brief overview of the scope of this EIR, the draft EIR public review process, and the organization of this document.
- **Chapter 2, Environmental Setting.** Provides a description of the existing physical environmental conditions in the vicinity of the proposed project at the time the NOP was published.
- **Chapter 3, Project Description.** Provides a detailed description of the proposed project, including its location, background, objectives, design features, construction activities, approvals required to implement the proposed project, and a list of references.
- **Chapter 4, Environmental Impact Analysis.** Contains a discussion of the potential environmental effects resulting from implementation of the proposed project for various issues under the following environmental topics: Aesthetics, Air Quality, Biological Resources, Greenhouse Gas Emissions, Hydrology and Water Quality, Noise, Paleontological Resources, and Transportation and Traffic. The section for each environmental topic contains a discussion of the existing conditions, relevant regulatory framework, standards for determining the significance of impacts, analysis of project-related and cumulative impacts, and feasible mitigation measures that would reduce or avoid potentially significant impacts.
- **Chapter 5, Other CEQA Considerations.** Contains discussions required by CEQA pertaining to effects not found to be significant, growth inducement, significant and unavoidable environmental effects, and significant irreversible environmental changes that would result from implementation of the proposed project.
- **Chapter 6, Alternatives.** Describes alternatives to the proposed project that could reduce or avoid significant impacts identified for the proposed project and evaluates their environmental effects in comparison to the proposed project.
- **Chapter 7, EIR Preparers.** Identifies the agencies, organizations, and individuals that were directly involved in the preparation of this EIR.

The following technical studies and supporting materials are provided in the appendices to the EIR:

- **Appendix A.** Notice of Preparation and Comment Letters
- **Appendix B.** Updated Geotechnical Investigation
- **Appendix C.** Air Quality Technical Report
- **Appendix D.** Biological Resources Technical Report
- **Appendix E.** Greenhouse Gas Emissions Data Sheets
- **Appendix F.** Noise Technical Report
- **Appendix G.** Traffic Assessment of EIR Analysis and Traffic Impact Analysis Report
- **Appendix H.** Parking Impact Analysis Memo

Chapter 2 **ENVIRONMENTAL SETTING**

2.1 Introduction

This chapter of the EIR contains a general description of the environmental setting for the proposed PCCD South Education Center project. In accordance with Section 15125 of the CEQA Guidelines, an EIR must include a description of the existing physical environmental conditions in the vicinity of a project, as they exist at the time the Notice of Preparation (NOP) is published. The environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The baseline conditions for analysis of the proposed project are represented by the environmental conditions of the project site and surrounding areas on August 17, 2015, when the NOP for this EIR was published. A specific description of the environmental setting pertinent to each environmental topic is provided under the Existing Conditions subsections in Chapter 4, Environmental Impact Analysis, of this EIR.

2.2 Project Location

As shown in Figure 2-1 (Regional Location) and Figure 2-2 (Project Area), the proposed project is located at 11111 Rancho Bernardo Road within the Rancho Bernardo community in the City of San Diego, San Diego County, California. The 27-acre project site is situated approximately 0.8 mile west of Interstate 15 (I-15) on the south side of Rancho Bernardo Road. Access to the project site is currently provided via an access road extending southeast from the existing four-way signalized intersection at Rancho Bernardo Road and Matinal Road.

2.3 Project Site Characteristics

The 27-acre project site was previously graded and contains an unfinished business park, consisting of an existing access road, a single four-story, 110,000-square foot building accompanied by a detached four-level, 574-space parking structure and 218-space surface parking lot that was constructed in 2008/2009 (see Figure 2-2). Two additional 110,000 four-story buildings and additional surface parking areas were planned but were never constructed although the foundations and elevator pits for a second office building were constructed. The existing building is an unfinished “warm shell” with limited interior improvements.

Elevations at the project site range from a low of approximately 585 feet above mean sea level (AMSL) within the lower drainage basin located along Rancho Bernardo Road to a high of approximately 730 feet AMSL along the southwestern portion of the property. Natural hillside slopes lie on the west, south, and east sides of the property. Fill slopes constructed as part of the previous site grading occur on the north and east sides of the property. The northern fill slope is approximately 50 feet high and constructed at a

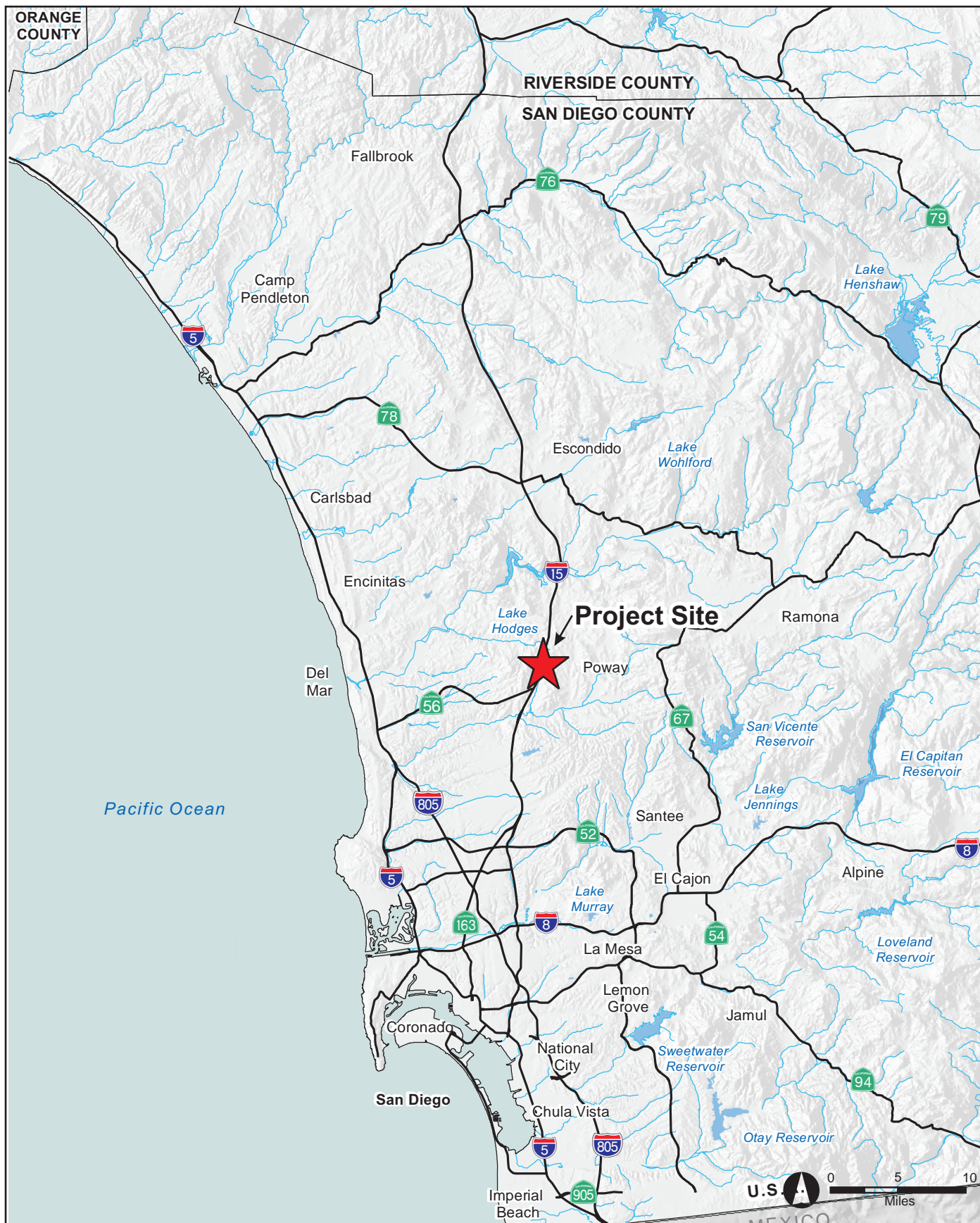
2:1 (horizontal to vertical) slope. The eastern fill slope is approximately 10 feet high and also constructed at a 2:1 slope. The graded pad was previously sheet-graded to drain into an upper desilting basin that is centrally located at the top of the north-facing fill slope. Elevations for the buildable portion of the graded pad vary from approximately 640 to 658 feet AMSL.

The soils in the project area are mapped as Olivenhain cobbly loam (9 to 30 percent slopes). These soils are well-drained and typical of marine terraces with gravelly alluvium parent material derived from various sources. The lower profiles of these soils are reported to contain a very cobbly clay and clay loam content. The soils in the eastern portions of the project area are highly disturbed and compacted as a result of existing developments. The observed soils on the slope and in the canyon bottom have been disturbed by the recent erosion damage. The existing development (building, parking structure and parking lot) generally occupies the central portion of the site with approximately 12.6 acres of the site remaining undeveloped pursuant to existing open space easements. A total of eleven vegetation communities or habitat types were mapped within the property boundary during the general biological survey: developed land, disturbed land, coastal sage scrub, coastal sage scrub-disturbed, disturbed wetland, eucalyptus woodland, mixed chaparral, native grassland, non-native grassland, ornamental plantings, and scrub oak chaparral.

2.4 Consistency with Applicable Regional and General Plans

The project site is owned by, and would be developed under the jurisdiction of the PCCD. Pursuant to Section 53094 of the California Government Code, the proposed project would not be subject to goals, policies, and guidelines set forth in the City of San Diego General Plan and Zoning Ordinance.

Project development and proposed mitigation would however be consistent with applicable State and Federal regulations such as the San Diego Air Pollution Control District rules and regulations, the Regional Air Quality Plans and Strategies, and the State Implementation Plan for air quality control; Natural Community Conservation Plan (NCCP); Congestion Management Plan (CMP); applicable regional transportation plans, applicable Roadway Design Standards; Regional Water Quality Control Board Basin Plans; and all other plans, regulations, or policies, as applicable.



Source: SanGIS, 2009; CASIL, 2009



Source: GoogleEarthPro, Atkins 2015

ATKINS

FIGURE 2-2
Project Area

100028572

Palomar College South Education Center EIR

Chapter 3 **PROJECT DESCRIPTION**

This chapter of the EIR contains a detailed description of the proposed PCCD South Education Center project. In accordance with Section 15124 of the CEQA Guidelines, a complete project description must contain the following information: (a) the precise location and boundaries of the proposed project, shown on a detailed map, along with a regional map of the project's location; (b) a statement of the objectives sought by the proposed project, which should include the underlying purpose of the project; (c) a general description of the project's technical, economic, and environmental characteristics; and (d) a statement briefly describing the intended uses of the EIR. An adequate project description need not be exhaustive, but should supply the information necessary for the evaluation and review of the project's significant effects on the environment.

3.1 Project Location

As shown in Figure 2-1 (Regional Location) and Figure 2-2 (Project Area), the proposed project is located at 11111 Rancho Bernardo Road within the Rancho Bernardo community in the city of San Diego, San Diego County, California. The 27-acre project site is situated approximately 0.8-mile west of Interstate 15 (I-15) on the south side of Rancho Bernardo Road. Access to the project site is currently provided via an access road extending southeast from the existing four-way signalized intersection at Rancho Bernardo Road and Matinal Road.

3.2 Project Background

3.2.1 Palomar Community College District

Palomar College is a public, two-year community college operated by the PCCD, which serves a district covering 2,555 square miles in northern San Diego County. Palomar College, which consists of the main San Marcos Campus, the Escondido Education Center, and five off-site locations (Camp Pendleton, Fallbrook, Mt. Carmel, Pauma Valley, and Ramona), is the largest community college in terms of land area in San Diego County. Currently, more than 24,000 students attend Palomar College each fall and spring semester.

To respond to anticipated future growth in the areas served by Palomar College, PCCD prepared a comprehensive educational and facilities master plan, known as the PCCD Master Plan 2022, which was completed in August 2003. Master Plan 2022 reflects the PCCD's core values, including the provision of access to its programs and services. In May 2010, the PCCD Educational Master Plan Update was completed which revised the educational component of Master Plan 2022 and provided a current perspective, incorporating changes that occurred within the PCCD and the program of instruction over the elapsed seven years.

In order to accommodate the PCCD's future academic space needs, the Educational Master Plan Update identifies the South Education Center as one of two new educational centers in the PCCD system. As a new educational center, the South Education Center will have two primary goals:

- Attract new students to the PCCD through a well-defined academic program (i.e., not recycle students who are already attending Palomar College at other campuses); and
- Be self-sufficient/self-sustaining so as not to create a drain on the existing resources of the PCCD.

Although the Educational Master Plan Update does not identify a definitive site for the South Education Center, it indicates that the facility is to be strategically located in the southern portion of the district. The Educational Master Plan Update recommends that the South Education Center be built to a facility level that is greater than the actual initial need. The recommended building size for the South Education Center is 68,670 ASF, or approximately 105,600 gross square feet.

3.2.2 Proposed Project Site

In 2005, the City of San Diego prepared and approved a mitigated negative declaration (MND) and tentative map for the existing development on the subject 27-acre property, referred to at that time as the Rancho Bernardo Industrial Park North – Lot 11 project, which proposed the construction of three 110,000 square-foot buildings, a four level above ground parking structure, surface parking areas, and the designation of approximately 12.6 acres of land to an open space easement agreement along the eastern boundary of the project site. Construction of one of the three 110,000 square-foot office buildings, the parking structure, a portion of the surface parking areas, and designation of the open space easement occurred in 2009.

In 2010, the PCCD acquired the 27-acre property, which included the unfinished 110,000 square-foot office building, four-story 574-space parking structure, and a 218-space surface parking lot, as the future site for the South Education Center. The existing building is a “warm shell,” which means it has limited interior improvements such as minimally finished interiors (i.e. flooring, carpet, interior windows and doors, etc.), a heating and cooling system, drop ceilings, plumbing and restrooms, and interior lighting. The existing development generally occupies the central portion of the site. Construction of the other two planned office buildings and surface parking area is not proposed as part of this project. In addition, no changes to the existing open space easement agreements is proposed.

3.3 Project Objectives

The objectives of the proposed project, as established by the PCCD, are as follows:

1. Locate an education center in the southern region of the district.
2. Implement relevant goals and objectives of the PCCD 2022 Educational Master Plan 2010 Update, specifically Goal 5 which is to “Ensure that existing and future facilities support learning, programs, and services; and Objective 5.3 which is to “Identify and purchase a site for future development of another Education Center in accordance with the Master Plan.”
3. Provide a shared community resource with amenities for public use.
4. Attract new students to the PCCD through a well-defined academic program.

5. Be self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD.
6. Utilize and repurpose an existing facility in order to maximize district resources.
7. Provide high quality education and support services to the southern portion of the district.
8. Develop a comprehensive education center campus experience that reflects its surrounding environment.
9. Offer a broad-based curriculum supported by a class schedule that is convenient for students.
10. Create the feel of a postsecondary campus by placing importance on support amenities, including those for learning resources, food services, and gathering places for students.
11. Ensure that the facility maximizes the safety of the students, faculty and staff.

3.4 Proposed Project

The proposed project would establish the PCCD South Education Center on the 27-acre property located at 11111 Rancho Bernardo Road. The proposed project would convert the existing four-story, 110,000-square-foot building into a comprehensive community college education center; make improvements to the existing parking structure; construct an approximately 1,200 foot-long looped road connecting the existing parking lot to the existing parking structure; construct minor drainage improvements; and install walkways, hardscape areas, and landscaping. Additional sources of security lighting would be installed in the parking lots, on buildings, on the new roadway, and for new landscapes areas. Figure 3-1 shows a plan view of the proposed site plan with the looped road.

3.4.1 Proposed Facility Improvements

Conversion of the existing building would include construction of three four-story stairwells and interior building improvements to create an education center that meets the facility and space needs identified in the Educational Master Plan Update. The education center building is proposed to include the facilities identified in Table 3-1. Building floor plans and representative photos are provided in Figures 3-2 through 3-5.

The new looped road would extend east from the existing parking lot and continue along the perimeter of the graded area east of the main building and ultimately connect with the existing on-site access road that currently terminates at the southeastern corner of the existing parking structure. The existing surface parking lot connects to the existing main access road that forms the southern leg of the Rancho Bernardo Road/Matinal Road intersection. Together, the new looped road and existing access road/parking lot would provide the internal circulation network within the project site.

The proposed facility would also include space within the existing building for a PCCD campus police facility to allow campus police officers and community service officers to actively patrol the campus, respond to emergencies, as well as provide vehicle lock out, battery jump, and safety escorts. Campus police officers' are fully empowered California Police Officers under the authority of Penal Code section 830.32 and work in conjunction with local, county, state and federal agencies.



FIGURE 3-1
Site Plan

Source: LPA 2014

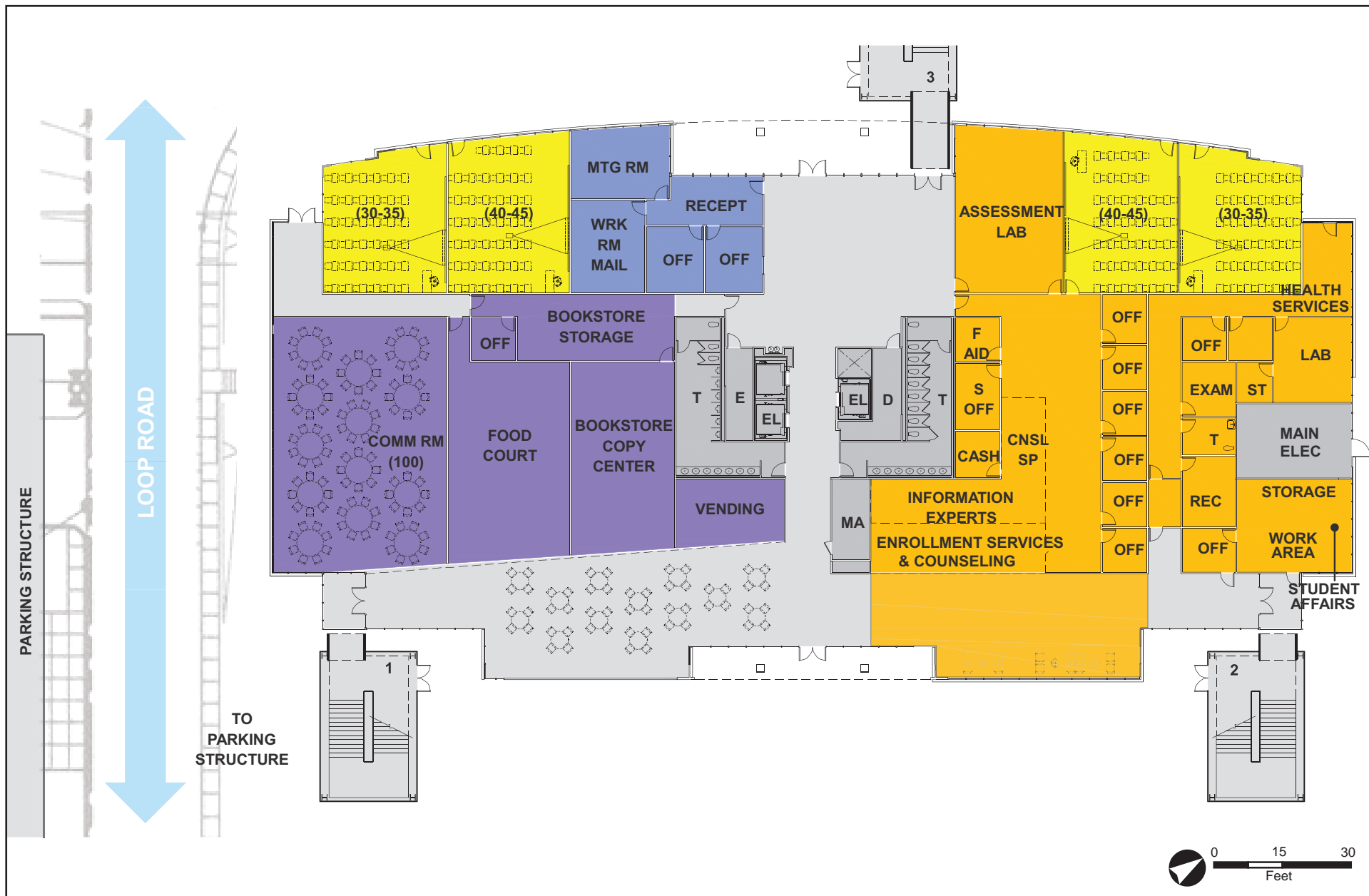


FIGURE 3-2
First Floor Building Plan

Source: PCCD 2012

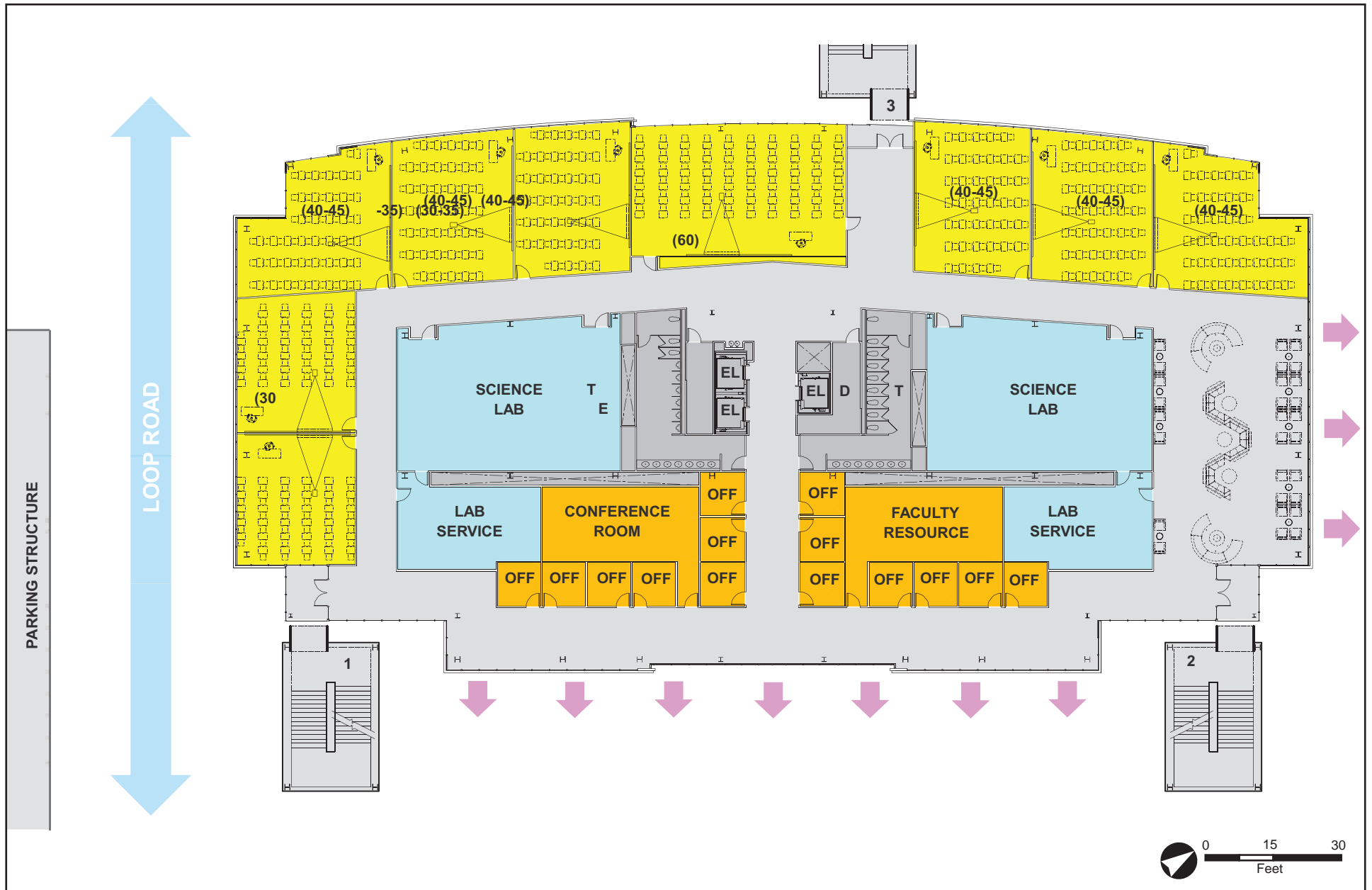
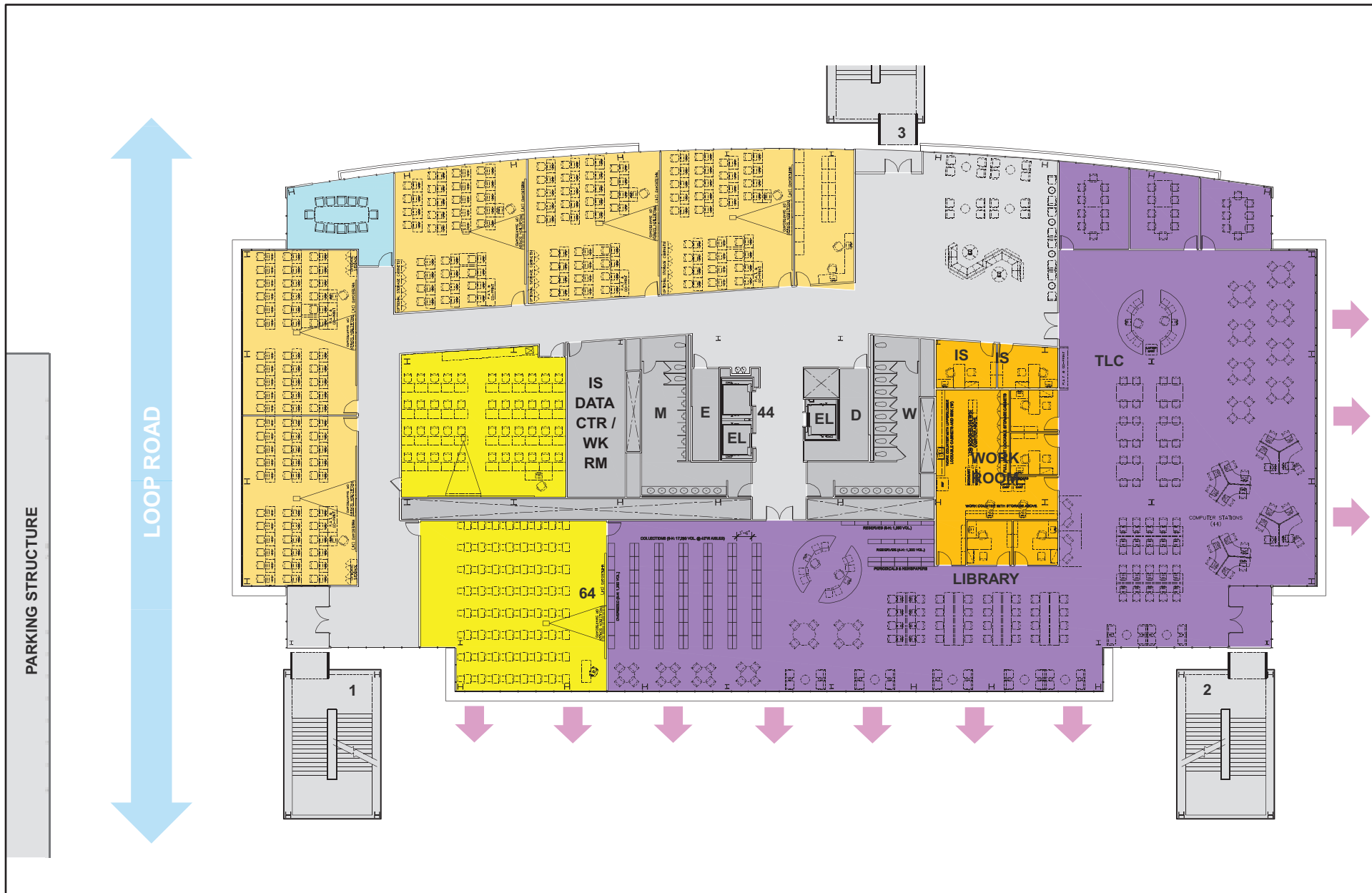


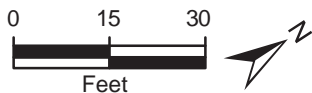
FIGURE 3-3
Second and Third Floors Building Plan

Source: PCCD 2012



Source: PCCD 2012

ATKINS



**PROPOSED PCCD SOUTH EDUCATION CENTER
FOURTH FLOOR BUILDING PLAN
FIGURE 3-4**



Source: LPA 2013

ATKINS

FIGURE 3-5
Conceptual Building Design, West Facing

100028572

Palomar College South Education Center EIR

Table 3-1 South Education Center Programmed Facilities and Spaces (Approximate)

Facility	Room Space (ASF)	Number of Rooms	Total Space (ASF)
Lobby			1,000
Exhibition	1,000	1	1,000
Academic			37,470
Classroom Lecture (30 – 35 Seats)	800	6	4,800
Classroom Lecture (40 – 45 Seats)	900	14	12,600
Classroom Lecture (42 – 44 Seats)	1,200	1	1,200
Assembly Large Lecture (60+ Seats)	1,500	3	4,500
Biology Lab	1,700	2	3,400
Biology Lab Service	600	2	1,200
Earth Sciences Lab	1,700	1	1,700
Earth Sciences Lab Service	600	1	600
Chemistry Lab	1,700	1	1,700
Chemistry Lab Service	600	1	600
General Computer Lab (30 – 32 Seats)	950	3	2,850
English Computer Lab (30 – 32 Seats)	950	1	950
ESL Computer Lab (30 – 32 Seats)	950	1	950
Computer Lab Service	420	1	420
Faculty Offices & Support			4,600
Faculty Office	100	20	2,000
ADA Office	100	4	400
ADA Service	100	4	400
Faculty Resource Center	500	2	1,000
Meeting/Conference Room (16 – 20 Seats)	400	2	800
Meeting/Conference Room (28 – 32 Seats)	600	1	600
Library Resource & Instructional Support Lab			10,290
Library/Open Study	4,150	1	4,150
TLC/Open Computer Lab/Tutoring	4,200	1	4,200
Individual Study Room	200	3	600
Workroom/Community Room	1,100	1	1,100
Office	120	2	240
Division Office & Support			1,250
Private Office	200	2	400
Clerical/Processing	200	1	200
Workroom	200	1	200
Mailroom	100	1	100
Meeting/Conference Room (12 – 16 Seats)	350	1	350
Student Support Services			4,666
Enrollment Services – Supervisor Office	150	1	150
Enrollment Services – Financial Aid Office	100	1	100
Enrollment Services – Cash Room	100	1	100
Enrollment Services – Information Expert Office	64	4	256
Enrollment Services – Self-Serve Kiosk	500	1	500
Counseling & Assessment – Office	100	5	500

Table 3-1 South Education Center Programmed Facilities and Spaces (Approximate)

Facility	Room Space (ASF)	Number of Rooms	Total Space (ASF)
Counseling & Assessment – Support Specialist Office	100	2	200
Counseling & Assessment – Assessment Lab	800	1	800
Counseling & Assessment – Classroom Lecture		1	
Counseling & Assessment – DRC Storage	200	1	200
Student Affairs – Office	100	1	100
Student Affairs – Clerical/Processing Office	64	1	64
Student Affairs – Workroom	300	1	300
Student Affairs – Storage	100	1	100
Health Services – Lobby	144	1	144
Health Services – Receptionist Office	144	1	144
Health Services – Practitioner Office	100	1	100
Health Services – RN Office	100	1	100
Health Services – Exam Room	144	2	288
Health Services – Pharmacy Lab	230	1	230
Health Services – Storage	90	1	90
Health Services – Toilet	100	2	200
Merchandizing/Food Services			5,480
Food Court	1,280	1	1,280
Vending	300	1	300
Bookstore/Copy Center	1,600	1	1,600
Bookstore/Copy Center Private Office	100	1	100
Meeting/Community Room	2,200	1	2,200
Physical Plant			1,900
Support/Storage	1,800	1	1,800
Facilities/M&O Office	100	1	100
Security			869
Lobby	144	1	144
Help Desk	50	2	100
Workroom	125	1	125
Multi-Purpose Room	300	1	300
Toilet	100	2	200
Information Systems			730
Data Center/Workroom	450	1	450
Lab Service	140	2	280
TOTAL (ASF)			68,255

Source: LPA Inc. 2012

The proposed PCCD South Education Center is projected to serve 1,000 full-time equivalent students (FTES) at opening day and would accommodate 2,000 FTES at maximum capacity. It would also employ 38 full-time equivalent faculty (FTEF) and 37 staff and administrators. It is anticipated that typical hours of operation for the South Education Center would be from 7:00 a.m. to 10:00 p.m., Monday through Friday with limited course offerings on Saturday. The PCCD will evaluate the scheduling of classes to meet the needs of the students and to best mitigate conflicts with existing commuter traffic. In accordance with the Educational Master Plan Update recommendations, curricular offerings at the South Education Center are proposed to include a mixture of general education, career/technical education programs, and basic skills education, with the greatest emphasis placed on general education/transfer curriculum. The South Education Center would also consolidate course offerings that are presently offered at off-site locations in the southern area of the district. The curricular offerings that ultimately define the program of instruction are anticipated to change over time.

3.4.2 Project Assumptions and Design Features

The following assumptions apply to the proposed facility improvements described above.

Project Boundaries. All proposed improvements are within property owned by PCCD. Proposed traffic mitigation measures are within right-of-way of City of San Diego.

Lighting. New exterior lighting would be focused onsite, generally directed downward, and designed in such a way as to prevent fugitive glare. To the extent feasible, new light poles and wall fixtures will be installed with non-glare finishes. Lighting intensity would be the minimum necessary for safety. All new lighting would be LED and be installed with automatic dimmers to reduce light intensity while certain campus facilities are not in use.

Transportation Demand Management. As part of the proposed project, a Transportation Demand Management (TDM) plan will be implemented and may include the following measures to help alleviate peak hour congestion along the study area roadway systems:

- a. Bicycle racks and lockers will be provided for student and staff/faculty use.
- b. Transportation information will be displayed in common areas accessible to students, faculty and staff. Transportation Information Displays should include, at a minimum, the following materials:
 - i. Ridesharing promotional material;
 - ii. Bicycle route and parking including maps and bicycle safety information;
 - iii. Materials publicizing internet and telephone numbers for referrals on transportation information;
 - iv. Promotional materials supplied by North County Transit District, Metropolitan Transit System, and/or other publicly supported transportation organizations; and
 - v. A listing of facilities at the site for carpoolers/vanpoolers, transit riders, bicyclist and pedestrians, including information on the availability of preferential carpool/vanpool parking spaces and the methods for obtaining these spaces.
- c. Carpool/vanpool parking spaces will be provided in preferentially located areas (closest to building entrances). These spaces will be signed and striped "Car/Vanpool Parking Only."

Information about the availability of and the means of accessing the car/vanpool parking spaces will be posted on Transportation Information Displays located in common areas and the campus website.

d. Provide charging station(s) for electric vehicles.

Balance class schedules by spreading classes throughout the course of the day to reduce peak hour volumes during the peak hours of the adjacent street system.

3.5 Project Construction

Construction of the proposed project is anticipated to begin in July 2016 and be completed by January of 2018, lasting approximately 18 months. The proposed project would disturb approximately 17.07 acres of the project site, and would result in a net increase of impervious areas by approximately 46,995 square feet, primarily due to the new looped road. It is anticipated that earthwork would conservatively consist of approximately 8,750 cubic yards of total cut. Of this amount, approximately 3,900 cubic yards of excavated soils would be reused on the project site and approximately 4,850 cubic yards of excavated soil materials would be exported off site. The maximum excavation depth would be approximately ten feet. Blasting during excavation is not anticipated.

Construction equipment would include, but not be limited to, backhoes, bulldozers, tractors, graders, excavators, water trucks, dump trucks, delivery flatbed trucks, concrete trucks, paces, rollers, forklifts, one crane, and generators. The construction staging area would be located on the existing surface parking lot within the project site.

Hours for outdoor construction activities would occur between 7:00 a.m. of any day and 7:00 p.m. consistent with Section 21.04 of the City of San Diego Municipal Code.

3.6 Zoning Exemption

Government Code Section 53094 authorizes the governing board of a community college district, by two thirds vote, to render city and county land use and zoning ordinance inapplicable to the proposed use of a certain property for education purposes. Notwithstanding the fact that the District would not be bound by local land use and zoning requirements consistent with Government Code Section 53094, this EIR discloses all potentially relevant local plans, policies, and ordinance's for informational purposes.

3.7 Project Approval

Section 15367 of the CEQA Guidelines defines a Lead Agency as the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment. CEQA requires the Lead Agency to consider the information in the EIR prior to project approval and to make findings regarding each significant impact identified in the EIR. The EIR aids the Lead Agency in the decision making process, but does not determine the ultimate decision that will be made regarding implementation of a project. In accordance with the criteria in Section 15051 of the CEQA Guidelines, PCCD is the Lead Agency for the proposed project. The PCCD Governing Board is responsible for certification of the Final EIR and subsequent approval of the proposed project.

Under Section 15381 of the CEQA Guidelines, a Responsible Agency is defined as a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing an EIR or Negative Declaration. For the purposes of CEQA, the term “Responsible Agency” includes all public agencies other than the lead agency which have discretionary approval power over a project. The following agencies have been identified as potential Responsible Agencies in connection with the proposed project:

- 1) California State Water Resources Control Board (SWRCB) – National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit) required for projects that disturb one or more acres to regulate discharge of storm water during construction.
- 2) City of San Diego – Review of Traffic Impact Analysis and traffic mitigation measures.

Under Section 15386 of the CEQA Guidelines, a Trustee Agency is defined as a State agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California. For purposes of the proposed project, Trustee Agencies include the California Department of Fish and Wildlife (CDFW).

In addition, the PCCD may be required to consult with other federal, state, regional, and local agencies as part of the environmental review process being undertaken in connection with the proposed project. Pursuant to the potential environmental impacts of the proposed project, the PCCD will consult with affected agencies through the public process attendant to the preparation of this EIR.

3.8 References

- Cambridge West Partnership, LLC. 2010. Palomar College Educational Master Plan Update. May 2010.
- City of San Diego, Development Services Department. 2005. Mitigated Negative Declaration, Rancho Bernardo Industrial Park North – Lot 11, Project No. 1096, SCH No. 2005031034. June 23, 2005.
- Geocon Incorporated. 2012. Update Geotechnical Investigation, Palomar College South Education Center Improvement Project, San Diego, California. Prepared for Palomar Community College District. October 24, 2012. (Appendix B to this EIR.)
- Palomar Community College District (PCCD). 2015. Palomar College Fact Sheet. Accessed May 19, 2015 at <http://www.palomar.edu/about/pcfactsheet.aspx>

This page intentionally left blank.

Chapter 4 **ENVIRONMENTAL IMPACT ANALYSIS**

This chapter of the EIR contains a discussion of the potential environmental effects resulting from implementation of the proposed PCCD South Education Center project, including information related to the existing conditions, relevant regulatory framework, standards for determining the significance of impacts, analysis of the project-related and cumulative impacts, and feasible mitigation measures that would reduce or avoid potentially significant impacts.

Scope of the Environmental Impact Analysis

Detailed analysis will be conducted in order to assess the potential environmental effects resulting from implementation of the proposed project and the relative degree of such impacts. Where impacts are determined to be potentially significant, mitigation measures to minimize significant adverse impacts will be identified. As discussed in Chapter 1, Introduction, issues associated with the following environmental topics require detailed analysis in this EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Noise
- Paleontological Resources
- Transportation and Traffic

Pursuant to Section 15128 of the CEQA Guidelines, impacts related to the following environmental topics were determined to be “Effects Not Found to be Significant” and are addressed in Chapter 5, Other CEQA Considerations, of this EIR: Agriculture and Forestry Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems.

Format of the Environmental Impact Analysis

The environmental impact analysis in Sections 4.1 through 4.8 is formatted as described below.

Existing Conditions

The Existing Conditions subsection describes the environmental setting for the proposed project pertinent to each environmental topic. In accordance with Section 15125 of the CEQA Guidelines, an EIR must include a description of the existing physical environmental conditions in the vicinity of a project, as they exist at the time the NOP is published, to provide the baseline physical conditions against which project-related impacts are compared. The baseline conditions for analysis of the proposed project are represented by the environmental conditions of the project site and surrounding areas on August 17, 2015 when the NOP for this EIR was published.

Regulatory Framework

The Regulatory Framework subsection provides a summary of applicable plans, policies, and regulations that are relevant to each environmental topic at the federal, state, regional, and/or local levels.

Impacts and Mitigation

The Impacts and Mitigation subsection discusses the potential environmental impacts of the proposed project. Based upon the standards of significance, this subsection provides a conclusion regarding the significance of environmental impacts for each issue identified in Appendix G of the CEQA Guidelines. As defined in Section 15382 of the CEQA Guidelines, a “significant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. A Summary Box at the beginning of each issue subsection provides a synopsis of the issue statement, the significance of the project-level impact (before and after mitigation), and the proposed mitigation measures.

Standards of Significance

Standards of significance are the criteria used to determine whether potential environmental effects are significant. The standards of significance used in this analysis, which are primarily based upon Appendix G of the CEQA Guidelines, define the type, amount, and/or extent of impact that would be considered a significant adverse change in the environment. The standards of significance for some issues, such as air quality standards, are quantitative, while those for other issues, such as visual character, are qualitative. The standards of significance are intended to assist the reader in understanding how and why an EIR reaches a conclusion regarding the significance of an impact.

Impact Analysis

The analysis of environmental impacts considers both the construction and operational aspects associated with implementation of the proposed project. In accordance with Section 15126.2(a) of the CEQA Guidelines, direct and indirect, short-term and long-term, and on-site and off-site impacts are addressed, as appropriate, for each issue being analyzed. The following terms are used to describe the level of significance of impacts identified during the course of the environmental impact analysis:

- **Less than Significant.** This term is used to refer to: 1) impacts resulting from implementation of the proposed project that are not likely to exceed the defined standards of significance; and 2) potentially significant impacts that are reduced to a level that does not exceed the defined standards of significance after implementation of mitigation measures.
- **Potentially Significant.** This term is used to refer to impacts resulting from implementation of the proposed project that exceed the defined standards of significance before identification of mitigation measures.
- **Significant and Unavoidable.** This term is used to refer to impacts resulting from implementation of the proposed project that cannot be eliminated or reduced to below the defined standards of significance through implementation of feasible mitigation measures.

Mitigation Measures

Section 15126.4 of the State CEQA Guidelines requires an EIR to “describe feasible measures which could minimize significant adverse impacts” if avoidance is not possible. CEQA Guidelines Section 15364 defines feasibility as capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, legal, social, and technological considerations. This subsection lists the “mitigation measures” that could reduce the severity of impacts identified in the Impact Analysis subsection.

Cumulative Impacts

The Cumulative Impacts subsection contains an analysis of the cumulative impacts of the proposed project in combination with other past, present, and reasonably foreseeable future projects in the vicinity. As defined in Section 15355 of the CEQA Guidelines, “cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Pursuant to Section 15130(a) of the CEQA Guidelines, an EIR shall discuss cumulative impacts of a project when the project’s incremental effect is “cumulatively considerable,” which means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The geographic scope of the cumulative impact analysis varies depending upon the environmental topic being analyzed. In accordance with Section 15130(b)(3) of the CEQA Guidelines, the geographic scope of the area affected by cumulative effects for each environmental topic is summarized in Table 4-1.

Table 4-1 Geographic Scope of Cumulative Impact Analysis

Issue	Geographic Scope of Cumulative Impact Analysis
Aesthetics	<p>For scenic vistas and daytime glare, there is no cumulative study area because impacts are specific to the project site.</p> <p>For visual character, the cumulative impact study area includes areas adjacent to project site.</p> <p>For regional light pollution, the cumulative impact study area includes all areas of the City of San Diego (that may contribute to “light dome” effects that disrupt “dark-sky” observations).</p>
Air Quality	<p>For consistency with applicable air quality plans, toxic air contaminants, and objectionable odors, there is no cumulative study area because impacts are limited to either the project or a few homes along the northwest campus boundary at which there are no cumulative projects identified in Table 4-2.</p> <p>For violations of air quality standards, the cumulative impact study area includes the San Diego Air Basin.</p> <p>For carbon monoxide “hot spots” affecting sensitive receptors near congested intersections, the cumulative impact study area includes a two percent per year for two years growth rate.</p>
Biological Resources	<p>For resources identified as sensitive by the City’s Multiple Species Conservation Plan (MSCP) Subarea Plan, the cumulative impact study area includes the designated open space preserves within the MSCP boundary.</p> <p>For federally and state-listed species, the cumulative impact study area includes the United States and California, respectively.</p>

Table 4-1 Geographic Scope of Cumulative Impact Analysis

Issue	Geographic Scope of Cumulative Impact Analysis
Greenhouse Gas Emissions	The cumulative impact study area includes the global atmosphere.
Hydrology and Water Quality	The cumulative impact study area includes area encompassed by the San Dieguito Hydrologic Unit.
Noise	The cumulative impact study area includes the residential neighborhood north of the project boundaries. Also corresponds to the surrounding circulation system along roadways in which the projected increase in traffic volumes would exceed noise standards.
Paleontological Resources	The cumulative impact study area includes the Friars Formation geologic unit throughout the San Diego region.
Transportation and Traffic	For exceedances of LOS standards, the cumulative impact study area includes roadways and intersections in the vicinity of the project at which the projected increase in traffic volumes would exceed 50 peak-hour trips.

Section 15130(b)(1) of the CEQA Guidelines indicates the following approaches for identifying cumulative projects:

- a) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or
- b) A summary of projections contained in an adopted local, regional, or statewide plan, or related planning document (e.g., general plan, regional transportation plan), or in a adopted or certified prior environmental document for such a plan, which describes or evaluates conditions contributing to the cumulative effect.

The cumulative impact analysis for this EIR uses a combination of the two approaches listed above. Past projects were considered as part of the baseline condition for the EIR analysis and were therefore considered as part of the impact analysis identified in the Impacts and Mitigation subsection. Specific cumulative projects proposed, currently in process, or under construction were considered. However, based on information received from the City of San Diego, no cumulative projects were identified by the City of San Diego for the project area (LLG 2015). Therefore, with regard to present and probable future projects, projections based on the adopted City of San Diego General Plan and regional plans were included in the consideration of cumulative projects. For each environmental topic, a Summary Box at the beginning of this subsection provides a brief description of the cumulative impacts, the significance of each baseline cumulative impact, and whether or not the proposed project's contribution to each cumulative impact is cumulatively considerable.

CEQA Checklist Items Deemed Not Applicable to the Project

The subsection "CEQA Checklist Items Deemed Not Applicable to the Project" subsection addresses the issues from Appendix G of the CEQA Guidelines that are determined to not have the potential for a significant impact; therefore, they are not discussed in detail in the environmental impact analysis, pursuant to Section 15128 of the CEQA Guidelines.

References

The References subsection identifies the sources relied upon for each environmental topic analyzed in this chapter.

References

Linscott, Law and Greenspan, Engineers (LLG). 2016. Traffic Impact Analysis, Palomar Community College District South Education Center, San Diego, California. March. (Appendix G of this EIR.)

This page intentionally left blank.

4.1 Aesthetics

This section describes the existing conditions at the project site and in surrounding areas with respect to aesthetics; the potential environmental effects (direct, indirect, and/or cumulative) related to scenic vistas, visual character, and light and glare, resulting from implementation of the proposed PCCD South Education Center; and mitigation measures, if required, to reduce or avoid potentially significant impacts. The information provided in this section is based on the previously approved MND for Rancho Bernardo Industrial Park North – Lot 11 (SCH No. 2005031034) (City of San Diego 2005), review of maps and aerial photographs, and from observations made during site visits.

In accordance with Section 15128 of the CEQA Guidelines, impacts related to scenic resources within a state scenic highway were determined not to be significant and are discussed in Section 4.1.5, CEQA Checklist Items Deemed Not Applicable to the Project.

4.1.1 Existing Conditions

This section includes a description of the existing visual character (in terms of landform, vegetation, and development) within the project site and surrounding areas; views to and from the project site; and on- and off-site lighting.

4.1.1.1 Visual Character

Landform

The project site is situated on a graded building pad that has been raised and cut into the existing slope. The site is surrounded by steep slopes, in a series of similar graded building pads that trend east-west along Ranch Bernardo Road. Elevation in the project area increases toward the west. According to the geotechnical investigation completed for the project (Geocon Incorporated 2012), elevations on the property range from 530 feet AMSL within a lower drainage basin located along Rancho Bernardo Road, to 730 feet AMSL along the southwestern portion of the project site. The elevations for the buildable portion of the site are relatively flat and range from 640 to 650 feet AMSL. The site was previously graded in 1999 and 2007. Natural hillside slopes lie to the west, south, and east sides of the property. The north side of the property consists of a fill slope approximately 50 feet high. A 10-foot high fill slope is also located on the east side of the property.

The topography surrounding the site consists of large hills and valleys. A large valley begins east of the project site and extends east to the large undeveloped ridgeline visible in distant views from the project site.

Vegetation

The project site is not located within or directly adjacent to the boundaries of the Multi-Habitat Planning Area (MHPA) of the City of San Diego's Multiple Species Conservation Program (MSCP). It is, however, situated about 1.50 miles south of the Lake Hodges Segment of the MSCP Subarea Plan area. Additionally, the project site is approximately 0.25 mile east of an area designated as MSCP Preserve Land. The project site is separated from the preserve land by Rancho Bernardo Road. Vegetation on the project site and surrounding areas contains a mix of ornamental landscaping and natural habitat. The developed areas and graded portion of the project site are primarily landscaped or disturbed land. The steep slopes on the

site contain both ornamental plantings and native habitat such as coastal sage scrub, chaparral, and grasses. The residential community to the north and business parks to the east, south, and west, are also landscaped. Natural habitat is visible on the undeveloped hillsides northwest of the project site across Rancho Bernardo Road, and the undeveloped ridgelines to the east.

On-site Development

In 2008/2009 the site was developed with an unfinished light industrial park consisting of a four-story, 110,000-square foot office building; a detached four-level, 574-space parking structure; a 218-space surface parking lot; several retaining walls and fill slopes; an access road; and drainage facilities. The existing office building is a typical style building with windows forming the majority of the building exterior. The existing parking structure consists primarily of reinforced concrete construction and is approximately 37 feet in height. Neither the building nor parking structure contain architectural elements that are visually distinctive from the surrounding commercial office development within the project area. The existing development generally occupies the central portion of the site.

4.1.1.2 On-site Views

As described above, the existing site is currently developed with an unfinished business park which consists of a four-story, 110,000-square-foot building, a four-story 574-space parking structure, and a 218-space surface parking lot that were constructed in 2008/2009. These facilities are not in use; therefore, there are no existing on-site views of the surrounding landscape.

4.1.1.3 Off-site Views

Views of the existing office structure generally consist of the upper two stories of the building. Due to its setback from the edge of the northern property, the parking structure is not visible from the surrounding public roadways (Figure 4.1-1, Key Vantage Points, Photo 1 and Photo 2).

Off-site viewers of the project site include residents who live in the neighborhood north and west of the project site and employees of the existing commercial business parks that surrounding the project site. Other viewers include motorists and passengers who use the roads and freeways within view of the site.

Several roadways surround the site, including Rancho Bernardo Road, West Bernardo Drive, and Via Del Campo. The project site is also located approximately 0.5 mile west of I-15. Views from these roadways and surrounding developments are discussed below.

Rancho Bernardo Road

Rancho Bernardo Road runs along the northern boundary of the project site in an east/west direction. Uses along Rancho Bernardo Road in the vicinity of the project site include commercial business to the south and the Westwood single-family residential community to the north. Commercial businesses are typically oriented toward Rancho Bernardo Road for ease of access; however, the residences are oriented toward interior roadways and are partially shielded from Rancho Bernardo Road by a wall and ornamental landscaping. Rancho Bernardo Road slopes upward to the west and bends toward the south, so that the project site is not visible west of Matinal Road. Topography along Rancho Bernardo Road includes steep slopes on either side, but slopes down to the north within the adjacent Westwood residential community. Slopes between developments are vegetated, either with landscaping or natural shrubbery.



Photo 1: The view of PCCD South Education Center facing west on Rancho Bernardo Road at the intersection of Via Tazon.



Photo 2: The view of PCCD South Education Center facing east on Rancho Bernardo Road near the intersection of Matinal Road.

Source: Atkins 2013

The primary users of Rancho Bernardo Road include the employees and customers of the adjacent commercial businesses, as well as the residences. Business/industrial uses are generally visually interior-oriented land uses and are not considered “sensitive viewers.” Residences are considered visually sensitive; however, as previously noted, the homes are not oriented toward Rancho Bernardo Road, or the project site. Views from motorists traveling west on Rancho Bernardo Road at the intersection of Via Tazon are provided in Figure 4.1-1 (Key Vantage Points, Photo 1). This view is typical of the project site between I-15 and Olmeda Way. The project is typically not visible from east of I-15 due to intervening topography and existing structures. The existing views are dominated by landscaping on either side of the roadway. The landscaping provides some screening on the commercial development on the south side of Ranch Bernardo Road. Rancho Bernardo Road slopes upward toward the west in the background of this view from an elevation of approximately 550 feet to 640 feet at Matinal Road. The slopes of the project site and the existing building on site are visible in the background of the view, south the roadway. However, only the top stories of the office building are visible. The background view on the north side of the roadway includes a steep undeveloped slope and residences located west of the Westwood community.

Due to a curve in the roadway and intervening structures, the project site is only visible to motorists traveling east on Rancho Bernardo Road just west of the Matinal Road intersection (see Figure 4.1-1, Key Vantage Points, Photo 2). The existing driveway and access road are clearly visible, including the chain link fence that is currently being used to restrict access to the site. Steep slopes and existing slope landscaping on the project site are also visible. The existing wall and trees north of Rancho Bernardo Road block existing residential uses from views of the project. The top of the existing on-site office building is visible, but the views are obstructed by existing trees. Background views consist of distant undeveloped ridgelines and residential development.

Olmeda Way

Olmeda Way runs in a north-south direction from the intersection with Rancho Bernardo Road north of the project site, and continues through the Westwood residential neighborhood. It slopes down to the north, away from the project site. It is lined with single-family residences that are oriented toward the roadway. Views from motorists traveling south on Olmeda Way at the intersection of Rancho Bernardo Road are shown in Figure 4.1-2 (Key Vantage Points, Photo 1). Views from Olmeda way of the project site are dominated by Rancho Bernardo Road and the landscaped median and the steep, vegetated slope of the project site building pad. A portion of the upper stories of the existing on-site building is visible in the background, although the view is partially obstructed by existing trees.

Matinal Road

Similar to Olmeda Way, Matinal Road runs in a north-south direction from the intersection of Rancho Bernardo Road and the project site driveway through the Westwood residential neighborhood. It slopes down to the north, away from the project site. It is lined with single-family residences that are oriented toward the roadway. Views from Matinal Way of the project site are dominated by the existing project access road at the Matinal Way and Rancho Bernardo Road intersection. The project site access road is paved and bisects a steep vegetated slope. A portion of the slope at the beginning of the access road includes a concrete block retaining wall. The driveway and retaining wall are landscaped. The existing office building on the project site is slightly visible in the background. However, the view is partially blocked by trees and the existing slope (see Figure 4.1.1, Key Vantage Points, Photo 2).



Photo 1: The view of PCCD South Education Center facing south on Olmeda Way at the intersection of Rancho Bernardo Road.

Source: Atkins 2013

Westwood Community

Views of the project site are available from several vantage points throughout the Westwood residential neighborhood. Views are generally limited to the public roadways within the neighborhood, specifically Olmeda Way and Matinal Road, as discussed above. Few homes are oriented toward the project site and a wall separates the homes adjacent to Rancho Bernardo Road from the project site. The elevation of the community decreases to the north. Intervening structures and the change in topography generally block views of the project site from within the community. Obstructed views of the top stories of the existing office building on the project site are visible throughout the neighborhood.

Business and Industrial Parks

Business and industrial developments are located to the south, east, and west of the project site. The existing office building on the project site is visible from these developments. The developments to the east of the project site are located at a lower elevation compared to the project site and views of the site are typically limited to the steep slopes on the east side of the project site and the upper stories of the building. Views of the top of the project site, including the parking structure and undeveloped areas, are visible from parking areas and offices to the south, southeast, and west of the project site from development located at higher elevations.

Night lighting

As discussed in Section 3.2, Background, of this EIR, the existing building is a “warm shell” with limited interior improvements, including existing lighting. Parking lot lighting improvements were also constructed and present on site; however, are not currently in use. There are approximately 16 overhead exterior lights throughout the parking lot. The parking structure includes approximately seven overhead exterior lights on the top level, with existing lighting throughout the other three levels.

4.1.2 Regulatory Framework

4.1.2.1 State

California Scenic Highway Law

The California Scenic Highway Law of 1963 created the California Scenic Highways Program to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of adjacent lands. The State Scenic Highway System includes a list of highways that are either officially designated as scenic highways by the California Department of Transportation (Caltrans) or eligible for designation. Scenic highway nominations are evaluated using the following criteria:

- The proposed scenic highway is principally within an unspoiled native habitat and showcases the unique aspects of the landscape, agriculture, or man-made water features;
- Existing visual intrusions do not significantly impact the scenic corridor;
- Strong local support for the proposed scenic highway designation is demonstrated; and
- The length of the proposed scenic highway is not short or segmented.

Once a scenic highway is designated, the responsibility lies with the local jurisdiction to regulate development within the scenic highway corridor.

4.1.2.2 Local

While California Government Code Section 53094 includes provisions for school districts to exempt specific school facilities from local zoning regulations, applicable objectives and policies of the City's Significant Determination Thresholds related to aesthetics are identified for comparison. There are two local plans that have jurisdiction over the community adjacent to the proposed PCCD South Education Center. These include the City of San Diego General Plan and the Rancho Bernardo Community Plan. Development of the proposed project could visually affect the neighboring areas covered by the plans. These plans provide policies, goals, and regulations regarding aesthetic quality for adjacent land uses in relation to the development of the proposed project.

City of San Diego General Plan

The City of San Diego General Plan outlines types of urban development for different land uses within the City. Architecturally, the City of San Diego General Plan defines City-wide Urban Design Policies for community facilities in the project area:

- Policy UD-A.5 Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context
- a. Relate architecture to San Diego's unique climate and topography
 - b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials proximate to commercial areas and residential neighborhoods that have a well, established, distinct character
 - c. Provide architectural features that establish and define a building's appeal and enhance the neighborhood character
 - d. Encourage the use of material and finishes that reinforce a sense of quality and permanence
 - e. Provide architectural interest to discourage the appearance of blank walls for development
 - f. Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs, and recessed doorways are used to provide visual interest at the pedestrian level
 - g. Design rear elevations of buildings to be as well-detailed and visually interesting as the front elevation, if they will be visible from a public right-of-way or accessible public place or the street
 - h. Acknowledge the positive aspects of nearby existing buildings by incorporating compatible features in new developments
 - i. Maximize natural ventilation, sunlight, and views
 - j. Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances
 - k. Design roofs to be visually appealing when visible from public vantage points and public right-of-ways.

- Policy UD-A.6 Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience
- a. Locate buildings on the site so that they reinforce street frontages
 - b. Relate buildings to existing and planned adjacent uses
 - c. Ensure that building entries are prominent, visible, and well-located
 - d. Maintain existing setback patterns, except where community plans call for a change to the existing pattern
 - e. Minimize the visual impacts of garages, parking and parking portals to the pedestrian and street façades.

Rancho Bernardo Community Plan

The Rancho Bernardo Community Plan describes the community facilities objectives specifically for the community of Rancho Bernardo. While the majority of the objectives are adopted from the City of San Diego General Plan, the Rancho Bernardo Community Plan has two objectives that would apply to the proposed project:

Community Facilities Objectives:

- 1) To provide a high level of community service using as a minimum the standards set forth in the [City's] General Plan and to ensure that necessary facilities are conveniently located and readily accessible to citizens requiring services.
- 2) To locate facilities that enhance the character of the community and recognize the human need and appreciation for aesthetics.

4.1.3 Impacts and Mitigation

4.1.3.1 Issue 1 – Scenic Vistas and Visual Character and Quality

Would the proposed PCCD South Education Center have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would have a substantial adverse effect on a scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings. Because these two issues are closely related, they are combined into a single issue statement and addressed together in this section.

For purposes of this analysis, a scenic vista is defined as a publicly accessible viewpoint that provides expansive views of the distant ridgelines to the east of site.

Impact Analysis

Scenic Vistas

Several off-site locations have views of the undeveloped ridgelines located to the east of the site. The following analysis addresses the visual changes associated with implementation of the project from the five surrounding view locations (refer to Figures 4.1-1 and 4.1-2, Key Vantage Points) identified above in Section 4.1.1.3 (Off-site Views).

Rancho Bernardo Road

There are no new components of the project that would obstruct views of scenic vistas. The proposed project would include interior improvements to convert the existing four-story, 110,000-square foot building into a comprehensive community college education center; construct an approximately 1,200 foot-long looped road connecting the existing parking lot to the existing parking structure; implement drainage improvements; and install walkways, hardscape areas, and landscaping. No new view-obstructing features would be constructed on-site that would result in impacts to scenic vistas. Additional vegetation is planned along Rancho Bernardo Road as part of the proposed landscape plan for the project site, which would provide additional screening of the proposed project from adjacent residences, businesses, pedestrians and passing motorists (see Figure 3-1, Site Plan). Therefore, implementation of the project would not result in a significant impact to scenic vistas visible from Rancho Bernardo Road.

Olmeda Way

The project site is visible from Olmeda Way; however, as described above in Section 4.1.1.3 (Off-site Views), scenic vistas are not visible. Therefore, implementation of the project would not result in a significant impact to scenic vistas visible from Olmeda Way.

Matinal Road

Similar to Olmeda Way, scenic vistas are not visible from Matinal Road. Therefore, implementation of the project would not result in a significant impact to scenic vistas visible from Matinal Road.

Westwood Community

As described above in Section 4.1.1.3 (Off-site Views), the site is visible from several points throughout the Westwood residential neighborhood; however, scenic vistas are not visible. Therefore, implementation of the project would not result in a significant impact to scenic vistas visible from the Westwood Community.

Business and Industrial Parks

There are several business and industrial developments located to the south, east, and west of the project site. Scenic vistas are visible from these developments to the east. However, scenic vistas east of the site would not be affected with the implementation of the proposed project. This is because the project site is at a lower elevation than the developments to the south and west of the project site. Therefore, implementation of the proposed project would not result in a significant impact to scenic vistas visible from the surrounding business and industrial parks.

Visual Character

The proposed project provides enhanced public access to allow for views of the surrounding areas. In addition, interior oriented “green” spaces would be provided on site, resulting in a concentration of flexible, “smart” instructional space defined by an open lawn area. Incorporation of native plant palettes into the landscape plan would reinforce the improved, modernized visual character envisioned for the site. Therefore, the proposed project would be consistent with existing uses and the existing character of the project site and would have less than significant impacts to visual character.

Mitigation Measures

Impacts related to visual quality would be less than significant without mitigation. Thus, no mitigation is required.

4.1.3.2 Issue 2 – Light and Glare

Would the proposed PCCD South Education Center create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Impact Analysis

As discussed above in Section 4.1.1.3, Night Lighting, the existing building is a “warm shell” with limited improvements, including existing interior lighting and lighting throughout the parking lot and parking structure.

Views of the night sky from the project site are affected by urban light pollution from surrounding developed areas. Additional sources of night lighting associated with the implementation of the proposed project would include new exterior building illumination, new parking lot lighting, new roadway lighting, and lighting for new landscaped areas.

Night Lighting

On-site Lighting Impacts

Additional sources of security lighting would be provided in the parking lots, landscaped areas, and on buildings. Nighttime users of the proposed PCCD South Education Center would include students, faculty and staff attending and/or teaching classes, in addition to police facility staff and maintenance staff. The overall increase in on-site light levels due to additional sources of night lighting would include exterior building illumination, new parking lot lighting, new roadway lighting, and lighting for new landscaped areas. While these are new sources of night lighting, the ambient nighttime light levels on site would be consistent with the previously planned use of the project site and existing lighting in the project vicinity.

However, to further reduce lighting impacts, all night lighting on site would be designed according to the guidelines recommended by the International Dark-Sky Association (IDA). The IDA’s mission is to preserve

and protect the nighttime environment and our heritage of dark skies through environmentally responsible outdoor lighting and recommend low wattage lamps, motion-control sensors, and curfews for night lighting. Although the proposed project would create a new source of nighttime lighting on the site, these new sources of light would primarily be for the nighttime safety of students and faculty/staff. Implementation of Mitigation Measure Aes-1 would reduce impacts on nighttime views within on-site areas to a less than significant level.

Off-site Lighting Impacts

Night lighting effects would occur along Rancho Bernardo Road due to new on-site security lighting, required for nighttime safety of students and faculty/staff. However, Rancho Bernardo Road has existing lighting illuminating the street. In addition, the businesses and commercial uses along the south, west, and east side of Rancho Bernardo Road are generally not occupied at night. As such, night lighting would not impact nighttime views in this off-site area.

The overall increase in on-site light levels at night due to additional security lighting could result in nuisance impacts to residents in the surrounding Westwood neighborhood to the north of the project site. In order to reduce lighting impacts, Mitigation Measure Aes-1 would be implemented, requiring all night lighting on site to be designed according to the guidelines recommended by the IDA. Therefore, implementation of Mitigation Measure Aes-1 would reduce impacts on nighttime views within off-site areas to a less than significant level.

Daytime Glare

Daytime glare would occur due to sunlight bouncing off of reflective building surfaces. Daytime glare would be a potential concern to pedestrians on site, to motorists driving in the parking lots on site, and to residents in the surrounding Westwood neighborhood to the north of the site. Motorists along Rancho Bernardo Road would not be affected by daytime glare from reflective building surfaces due to the large area of parking lots and associated landscaping which together would serve as a screening buffer between the road and site buildings and elevation differential.

The existing four-story, 110,000-square foot building was designed and constructed with large expanse glass surface and stone (Figure 4.1-1, Key Vantage Points, Photo 1). A portion of the upper stories of the building on-site are visible in the background, although the view is partially obstructed by existing trees. No new development that would produce substantial glare is proposed. All new buildings and facilities would be set back from Rancho Bernardo Road. In addition, additional landscaping including native plant palettes around the project site would further provide additional screening to reduce glare from existing and proposed facilities.

Daytime glare is not expected to occur as a result of construction of new project facilities and implementation of the proposed project would have less than significant impacts to daytime glare.

Mitigation Measures

Implementation of mitigation measure Aes-1 (described below) would reduce potential impacts related to nighttime lighting, and daytime glare within on- and off-site areas to a less than significant level.

- Aes-1** All night lighting on PCCD South Education Center shall be designed according to the guidelines recommended by the International Dark-Sky Association, including but not limited to:
- a. Use the lowest wattage lamps feasible.
 - b. Use motion-sensor controls or other lighting controls so that lights are only in use when necessary.
 - c. Incorporate curfews for night lighting.
 - d. Use light fixtures with shielding to direct the light where it is needed but does not escape above into the night sky or outside the property perimeter.
 - e. Turn off any unnecessary lights for the protection of migratory birds.

4.1.4 Cumulative Impacts

As indicated in Table 4-1 of this EIR, impacts relative to scenic vistas and daytime glare are generally specific to the site. Therefore, these issues are not subject to a cumulative impact analysis, and are not addressed in this section.

4.1.4.1 Issue 1 – Scenic Vistas and Visual Character and Quality

As indicated in Table 4-1 of this EIR, the geographic context for the analysis of cumulative impacts relative to visual character encompasses the areas adjacent to the project site. The industrial/business uses to the south and the residential uses to the north each have their own unique visual character. These areas do not appear to be visually degraded. Therefore, the baseline cumulative impact to the land uses adjacent to the site (i.e., local cumulative impact area) with respect to degradation of existing visual character is not significant.

4.1.4.2 Issue 2 – Light and Glare

As indicated in Table 4-1 of this EIR, the geographic context for the analysis of cumulative impacts relative to night lighting encompasses the City of San Diego. Night lighting from these areas disrupt “dark-sky” observations. Night lighting associated with urban development has been documented to contribute to regional light pollution.

As discussed in Section 4.1.3.2 (Issue 2) above, all night lighting on the project site would be designed according to the guidelines recommended by the IDA. Therefore, implementation of the project would not result in a cumulatively considerable contribution to regional light pollution or disrupt “dark-sky” observations.

4.1.5 CEQA Checklist Items Deemed Not Applicable to the Project

Would the proposed project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

According to the California Scenic Highway Mapping System (Caltrans 2011), there are no officially designated or eligible state scenic highways in the vicinity of the project site. Thus, the proposed project

would not substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

4.1.6 References

California Department of Transportation (Caltrans). 2011. California Scenic Highway Mapping System. Updated September 7, 2011. Accessed May 12, 2015 at

http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm

City of San Diego, Development Services Department. 2005. Mitigated Negative Declaration, Rancho Bernardo Industrial Park North – Lot 11, Project No. 1096, SCH No. 2005031034. June 23, 2005.

City of San Diego. 2008. City of San Diego General Plan: Urban Design Element. Available at

<http://www.sandiego.gov/planning/genplan/pdf/generalplan/adoptedudelem.pdf>

Geocon Incorporated. 2012. Update Geotechnical Investigation, Palomar College South Education Center Improvement Project, San Diego, California. October 24. (Appendix B of the EIR)

International Dark-Sky Association. 2015. Simple Guidelines for Lighting Regulations for Small Communities, Urban Neighborhoods, and Subdivisions. Accessed May 12, 2015 at

<http://www.darksky.org/outdoorlighting/guidance>

This page intentionally left blank.

4.2 Air Quality and Energy

This section describes the existing conditions at the project site and in surrounding areas with respect to air quality; the potential environmental effects (direct, indirect, and/or cumulative) related to applicable air quality plans, air quality standards, cumulatively considerable emissions, sensitive receptors, and objectionable odors, resulting from implementation of the proposed project; and, if necessary, the mitigation measures to reduce or avoid the identified potentially significant impacts. The information provided in this section is based on Air Quality Technical Report prepared by Atkins in March 2016 (see Appendix C of this EIR).

4.2.1 Existing Conditions

4.2.1.1 Air Quality

Climatology

Regional climate and local meteorological conditions influence ambient air quality. The proposed project is located in the San Diego Air Basin (SDAB). The climate of the SDAB is characterized by warm dry summers and mild winters, and is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. It also drives the dominant onshore circulation and helps create two types of temperature inversions, subsidence and radiation, that contribute to local air quality degradation.

Subsidence inversions occur during warmer months, as descending air associated with the Pacific high-pressure cell comes into contact with cool marine air. The boundary between the two layers of air represents a temperature inversion that traps pollutants below it. Radiation inversions typically develop on winter nights with low wind speeds, when air near the ground cools by radiation, and the air aloft remains warm. A shallow inversion layer that can trap pollutants is formed between the two layers.

In the vicinity of the proposed project, the nearest climatological monitoring station with complete climate data is located in Poway Valley, approximately eight miles southeast of the project site. Records from the Poway Valley climatological monitoring station indicate that the normal daily maximum temperature is 86 degrees Fahrenheit (°F) in August and the normal daily minimum temperature is 39°F in December (Western Regional Climate Center 2015). The normal precipitation in the Poway Valley area is approximately 13 inches annually, occurring primarily from November through March (Western Regional Climate Center 2015).

Air Pollutants

Air quality is defined by ambient air concentrations of specific pollutants identified by the U.S. Environmental Protection Agency (USEPA) to be of concern with respect to health and welfare of the general public. Historically, air quality laws and regulations have divided air pollutants into two broad categories, “criteria air pollutants” and “toxic air contaminants” (TACs), which are described below.

Criteria Air Pollutants

Criteria air pollutants are a group of common air pollutants regulated by the federal and state governments by means of ambient air quality standards designed to prevent health and/or environmental

effects of pollution. The USEPA has established National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead. The California Air Resources Board (CARB) has established more stringent California Ambient Air Quality Standards (CAAQS) for these six criteria air pollutants, as well as for additional pollutants including visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

These regulated air pollutants are categorized as primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide, volatile organic compounds (VOCs), nitrogen oxides (NO_x), sulfur dioxide (SO_2), and most fine particulate matter including lead and fugitive dust (PM_{10} and $\text{PM}_{2.5}$) are primary air pollutants. Of these, carbon monoxide, SO_2 , PM_{10} , $\text{PM}_{2.5}$, and lead are criteria pollutants. VOCs and NO_x are criteria pollutant precursors that go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone and NO_2 are the principal secondary pollutants. Diesel particulate matter is a mixture of particles and is a component of diesel exhaust. The EPA lists diesel exhaust as a mobile source air toxic due to the cancer and non-cancer health effects associated with exposure to whole diesel exhaust. The current NAAQS and CAAQS are presented in Table 4.2-1. The potential health effects of these air pollutants are described below.

Ozone

Ozone is considered a photochemical oxidant, which is a chemical that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x), both by-products of combustion, react in the presence of ultraviolet light. Ozone is considered a respiratory irritant and prolonged exposure can reduce lung function, aggravate asthma, and increase susceptibility to respiratory infections. Children and those with existing respiratory diseases are at greatest risk from exposure to ozone.

Carbon Monoxide

Carbon monoxide is an odorless, colorless gas that is formed as a product of combustion. Motor vehicle exhaust is a primary source of carbon monoxide. Carbon monoxide affects red blood cells in the body by binding to hemoglobin and reducing the amount of oxygen that can be carried to the body's organs and tissues. Carbon monoxide can cause health effects to those with cardiovascular disease, and can also affect mental alertness and vision.

Nitrogen Dioxide

Nitrogen dioxide is also a by-product of fuel combustion, and is formed both directly as a product of combustion and indirectly in the atmosphere through the reaction of nitrogen oxide with oxygen. Nitrogen dioxide is a respiratory irritant and may affect those with existing respiratory illness, including asthma. Nitrogen dioxide can also increase the risk of respiratory illness.

Sulfur Dioxide

Sulfur dioxide is a colorless, reactive gas that is produced from the burning of sulfur-containing fuels such as coal and oil, and by other industrial processes. Generally, the highest concentrations of sulfur dioxide are found near large industrial sources. Sulfur dioxide is a respiratory irritant that can cause narrowing of the airways leading to wheezing and shortness of breath. Long-term exposure to sulfur dioxide can cause respiratory illness and aggravate existing cardiovascular disease.

Table 4.2-1 Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ⁽¹⁾	Federal Standards ⁽²⁾	
		Concentration ⁽³⁾	Primary ^(3,4)	Secondary ^(3,5)
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	--	Same as Primary Standards
	8-hour	0.070 ppm (137 µg/m ³)	0.075 ppm (147 µg/m ³)	
Respirable Particulate Matter (PM ₁₀)	24 Hour	50 µg/m ³	150 µg/m ³	Same as Primary Standards
	Annual Arithmetic Mean	20 µg/m	--	
Fine Particulate Matter (PM _{2.5})	24 Hour	No Separate State Standard	35 µg/m ³	Same as Primary Standards
	Annual Arithmetic Mean	12 µg/m ³	12 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)	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	.053 ppm (100 µg/m ³) ⁶	Same as Primary Standard
	1-hour	0.18 ppm (339 mg/m ³)	100 ppb (188 µg/m ³) ⁶	None
Sulfur Dioxide (SO ₂)	24 Hour	0.04 ppm (105 µg/m ³)	--	--
	3 Hour	--	--	0.5 ppm (1300 µg/m ³) ⁷
	1-hour	0.25 ppm (655 µg/m ³)	75 ppb (196 µg/m ³) ⁷	--
Lead ⁽⁸⁾	30 Day Average	1.5 µg/m ³	--	--
	Calendar Quarter	--	1.5 µg/m ³	Same as Primary Standard
	Rolling 3-Month Average ⁽⁹⁾	--	0.15 µg/m ³	
Visibility Reducing Particles	8-hour	Extinction coefficient of 0.23 per kilometer - visibility of 10 miles or more due to particles.	No Federal Standards	
Sulfates	24 Hour	25 µg/m ³	No Federal Standards	
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m ³)	No Federal Standards	
Vinyl Chloride ⁽⁸⁾	24 Hour	0.01 ppm (26 µg/m ³)	No Federal Standards	

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter

⁽¹⁾ California standards for ozone, CO, SO₂ (1-hour and 24-hour), NO₂, PM₁₀, 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.

⁽²⁾ National standards, other than 1-hour ozone, 8-hour ozone, 24-hour PM₁₀, 24-hour PM_{2.5}, and those based on annual averages, are not to be exceeded more than once a year. The 1-hour ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the annual fourth-highest daily maximum 8-hour concentrations is below 0.08 ppm. The 24-hour PM₁₀ standard is attained when the 3-year average of the 99th percentile 24-hour concentrations is below 150 µg/m³. The 24-hour PM_{2.5} standard is attained when the 3-year average of the 98th percentile 24-hour concentrations is below 65 µg/m³.

⁽³⁾ Concentration expressed first in units in which it was promulgated. Equivalent units given in parenthesis are based on a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar). All measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

⁽⁴⁾ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

⁽⁵⁾ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

⁽⁶⁾ To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm (effective January 22, 2010). Note that the EPA standards are in units of ppb. California standards are in units of ppm. To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 53 ppb and 100 ppb are identical to 0.053 ppm and 0.100 ppm, respectively.

⁽⁷⁾ On June 2, 2010, a new 1-hour SO₂ 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 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. To directly compare the new primary 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.

⁽⁸⁾ The ARB has identified lead and vinyl chloride as 'toxic air contaminants' 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.

⁽⁹⁾ National lead standard, rolling 3-month average: final rule signed October 15, 2008.

Source: CARB 2013.

Particulate Matter

Particulate matter is grouped into two categories: respirable particulate matter with an aerodynamic diameter of 10 microns or less (PM_{10}) and fine particulate matter with an aerodynamic diameter of 2.5 microns or less ($PM_{2.5}$). Particulate matter in this size range has been determined to have the potential to lodge in the lungs and contribute to respiratory problems. PM_{10} and $PM_{2.5}$ arise from a variety of sources, including road dust, diesel exhaust, combustion, tire and brake wear, construction operations, and windblown dust. PM_{10} and $PM_{2.5}$ can increase susceptibility to respiratory infections and can aggravate existing respiratory diseases such as asthma and chronic bronchitis. $PM_{2.5}$ is considered to have the potential to lodge deeper in the lungs.

Diesel particulate matter is a mixture of many exhaust particles and gases that is produced when an engine burns diesel fuel. Many compounds found in diesel exhaust are carcinogenic, including 16 that are classified as possibly carcinogenic by the International Agency for Research on Cancer. Diesel particulate matter includes the particle-phase constituents in diesel exhaust. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation and exposure can cause coughs, headaches, light-headedness, and nausea. Diesel exhaust is a major source of ambient fugitive dust pollution as well, and numerous studies have linked elevated fugitive dust levels in the air to increased hospital admission, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems (OEHHA 2007) diesel particulate matter in the SDAB poses the greatest cancer risk of all the toxic air pollutants.

Lead

Lead in the atmosphere occurs as particulate matter. Lead has historically been emitted from vehicles combusting leaded gasoline, as well as from industrial sources. With the phase-out of leaded gasoline, large manufacturing facilities are the greatest sources of lead emissions. Lead has the potential to cause gastrointestinal, central nervous system, kidney, and blood diseases upon prolonged exposure. Lead is also classified as a probable human carcinogen.

Sulfates

Sulfates are the fully oxidized ionic form of sulfur. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to sulfur dioxide during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of sulfur dioxide to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features. The CAAQS for sulfates is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide

Hydrogen sulfide is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation. Breathing hydrogen sulfide at levels above the standard would result in exposure to a very disagreeable odor. In 1984, a CARB

committee concluded that the CAAQS for hydrogen sulfide is adequate to protect public health and to significantly reduce odor annoyance.

Vinyl Chloride

Vinyl chloride, a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage. Cancer is a major concern from exposure to vinyl chloride via inhalation. Vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of liver cancer, in humans.

Toxic Air Contaminants

Toxic air contaminants (TACs) are a category of air pollutants that have been shown to have an impact on human health, but are not classified as criteria air pollutants because ambient air quality standards have not been established for them. TACs include more than 700 chemical compounds that have been determined to have potential adverse health effects. Examples of TACs include certain aromatic and chlorinated hydrocarbons; certain metals such as cadmium, nickel, chromium, and lead compounds; and asbestos. TACs are generated by a number of sources, including stationary sources such as dry cleaners, gas stations, combustion sources, and laboratories; mobile sources such as automobiles; and area sources such as farms, landfills, construction sites, and residential areas. TACs can be carcinogenic (cancer-causing), or can cause other serious acute (short-term) and chronic (long-term) non-carcinogenic health effects. However, the emission of TACs should not automatically be equated with a significant health risk. Other factors such as the amount of the chemical, its toxicity, how it's released into the air, the weather, and the terrain can all influence whether emissions could be hazardous to human health.

Ambient Air Quality

The San Diego Air Pollution Control District (SDAPCD) operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of air pollutants and determine whether the ambient air quality meets the NAAQS and the CAAQS. The closest ambient monitoring station to the proposed project is the Escondido – East Valley Parkway station, approximately ten miles north of the project site. This station does not monitor levels of sulfur dioxide. The next closest monitoring station that provides sulfur dioxide data is the San Diego – 1110 Beardsley Street station. Table 4.2-2 presents a summary of the ambient pollutant concentrations monitored at these stations during the last three years for which records are available (2012 through 2014).

As shown in Table 4.2-2, the 1-hour ozone concentration exceeded the state standard once in 2014. The 8-hour ozone concentration exceeded the state standard in 2012, 2013, and 2014, and the federal standard in 2014. The daily PM₁₀ concentration did not exceed the federal standard in the past three years. The state standard was exceeded once in 2013. The federal 24-hour PM_{2.5} standard was violated once per year in 2012, 2013, and 2014.

Table 4.2-2 Air Quality Monitoring Data

Pollutant	Monitoring Station	2012	2013	2014
Carbon Monoxide (CO)				
Maximum 8-hour concentration (ppm)	Escondido-E Valley Parkway	3.70	--(1)	--(1)
Days above state or federal standard (>9.0 ppm)		0	0	0
Nitrogen Dioxide (NO ₂)				
Peak 1-hour concentration (ppm)	Escondido-E Valley Parkway	0.062	0.061	0.063
Days above state 1-hour standard (0.18 ppm)		0	0	0
Ozone (O ₃)				
Maximum 1-hour concentration (ppm)	Escondido-E Valley Parkway	0.084	0.084	0.099
Days above 1-hour state standard (>0.09 ppm)		0	0	1
Maximum 8-hour concentration (ppm)		0.074	0.075	0.080
Days above 8-hour state standard (>0.07 ppm)		2	4	8
Days above 8-hour federal standard (>0.075 ppm)		0	0	5
Sulfur Dioxide (SO ₂)				
Maximum 24-hour concentration (ppm)	San Diego-1110 Beardsley Street	0.006	0.002	0.003
Days above 24-hour state standard (>0.04 ppm)		0	0	0
Days above 24-hour federal standard (>0.14 ppm)		0	0	0
Respirable Particulate Matter (PM ₁₀)				
Peak 24-hour concentration (µg/m ³)	Escondido-E Valley Parkway	33	82	44
Days above state standard (>50 µg/m ³)		0	1	0
Days above federal standard (>150 µg/m ³)		0	0	0
Fine Particulate Matter (PM _{2.5})				
Peak 24-hour concentration (µg/m ³)	Escondido-E Valley Parkway	70.7	56.3	82.3
Days above federal standard (>35 µg/m ³)		1	1	1

PPM = parts per million, µg/m³ = micrograms per cubic meter

(1) Insufficient data to determine value

Source: CARB 2015

Neither the state nor federal standards for carbon monoxide, nitrogen dioxide, or sulfur dioxide were exceeded at any time during the years 2012 through 2014. In fact, with one exception during October 2003, the SDAB has not violated the state or federal standards for carbon monoxide since 1990 (SDAPCD 2007). In addition, the federal annual average nitrogen dioxide standard has not been exceeded since 1978, and the state one-hour nitrogen dioxide standard has not been exceeded since 1988 (SDAPCD 2007).

Attainment Status

Areas that meet the ambient air quality standards are classified as “attainment” areas while areas that do not meet these standards are classified as “non-attainment” areas. Areas may also be designated “unclassified” if air quality data are incomplete and do not support a nonattainment or attainment designation. The classifications for ozone non-attainment of the state standards range in magnitude, including marginal, moderate, serious, severe, and extreme. The federal and state attainment status of

the SDAB is shown in Table 4.2-3. The SDAB is currently designated as a nonattainment area for the NAAQS for 8-hour ozone, and for the CAAQS for 1-hour and 8-hour ozone, PM₁₀, and PM_{2.5}.

Table 4.2-3 Attainment Status for the San Diego Air Basin

Pollutant	State Status	Federal Status
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO ₂)	Attainment	Attainment
Ozone (1-hour)	Nonattainment	--(1)
Ozone (8-hour)	Nonattainment	Marginal Non-attainment
Lead (Pb)	Attainment	Attainment
Sulfur Dioxide (SO ₂)	Attainment	Attainment
Respirable Particulate Matter (PM ₁₀)	Nonattainment/ Attainment ⁽²⁾	Attainment
Fine Particulate Matter (PM _{2.5})	Nonattainment	Attainment\Unclassified

⁽¹⁾ The federal 1-hour ozone standard was revoked in 2005 and is no longer in effect for California.

⁽²⁾PM₁₀ 24-hour is in Non-attainment and PM₁₀ Annual is in Attainment (SDAPCD 2013)

Source: CARB 2011, EPA 2011

Sensitive Receptors

CARB defines sensitive receptors as residences, schools, day care centers, playgrounds, and medical facilities, or other facilities that may house individuals with health conditions that would be adversely affected by changes in air quality. The sensitive receptors closest to the project area include the following:

- Sharp Rees-Stealy Medical Center and Urgent Care, approximately 0.1 mile east of the southeast corner of the project site;
- Kinderhouse Montessori Schools, approximately 0.3 mile southwest of the project site;
- Westwood Elementary school, approximately 0.5 mile north of the project site;
- Residences located on the north side of Rancho Bernardo Road, within an approximately 0.2 mile radius off Matinal Road and Olmeda Way.

4.2.1.2 Energy

Electricity

Electricity usage in California for differing land uses varies substantially by the type of uses in a building, type of construction materials used in a building, and the efficiency of all electricity-consuming devices within a building. Because of the state's energy efficiency standards and efficiency and conservation programs, California's per-capita energy use has remained stable for more than 30 years, while the national average has steadily increased. The Draft 2015 Integrated Energy Policy Report (IEPR) estimates that electricity consumption will grow by 1.23 percent per year from 2013 to 2025, with peak demand growing an average of 1.45 percent annually over the same period. According to the California Energy Commission (CEC), San Diego County consumed approximately 19.9 billion kilowatt hours (kWH) of electricity in 2014 (CEC 2014a).

Natural Gas

According to the Draft 2015 IEPR, California will use approximately 12,675 million therms of natural gas (excluding fuel for electricity generation) in 2015 (CEC 2015). Natural gas consumption is expected to marginally increase by 2024 with an average growth rate of 0.03 percent and 0.94 percent (CEC 2015). According to the CEC, San Diego County consumed approximately 333.8 million therms of natural gas in 2014 (CEC 2014b).

Petroleum

In California, petroleum fuels refined from crude oil are the dominant source of energy for transportation sources. Petroleum is the source of approximately 40 percent of the greenhouse gas (GHG) emissions in California, according to the Draft 2015 IEPR (CEC 2015). However, according to the CEC's Draft 2015 IEPR, consumption of gasoline, diesel, and jet fuel has declined and will continue to decline by up to 2 percent per year due to improved fuel economy, driven by corporate average fuel economy (CAFÉ) standards and displacement by alternative fuels, primarily driven by the zero emission vehicle (ZEV) regulations (CEC 2015). Based on the IEPR Draft 2015 Update, due to the prevalence of petroleum projects in the transportation sector, the rise in costs of these fuels, the federal Renewable Fuel Standard (RFS), and the California low carbon fuel standard, California is diversifying its transportation fuel sources, increasing fuel efficiency, and urban design to reduce the need for petroleum based transportation (CEC 2015).

4.2.2 Regulatory Framework

The PCCD South Education Center is subject to major air quality planning programs by both the federal Clean Air Act (CAA) of 1970 and its 1977 and 1990 amendments, as well as the California CAA of 1988. Both the federal and State statutes provide for ambient air quality standards to protect public health, timetables for progressing toward achieving and maintaining ambient standards, and the development of plans to guide the air quality improvement efforts of State and local agencies. Within the San Diego region, air quality is monitored, evaluated, and controlled by the EPA, CARB, and San Diego APCD, as described in the following sections.

4.2.2.1 Federal

Clean Air Act

The CAA of 1970 required the USEPA to establish NAAQS, with states retaining the option to adopt more stringent standards or to include other specific pollutants. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The USEPA has established primary and secondary standards for the six criteria air pollutants (ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead). Primary standards are designed to protect human health with an adequate margin of safety, while secondary standards are designed to protect property and the public welfare from air pollutants in the atmosphere. Areas that meet the ambient air quality standards are classified as "attainment" areas while areas that do not meet

these standards are classified as “non-attainment” areas. Areas may also be designated “unclassified” if air quality data are incomplete and do not support a nonattainment or attainment designation. The current NAAQS and the SDAB attainment status are listed above in Tables 4.2-1 and 4.2-3, respectively.

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration is responsible for establishing additional vehicle standards. In 2010, fuel economy standards were set at 27.5 miles per gallon (mpg) for new passenger cars and 23.5 mpg for new light trucks. Fuel economy is determined based on each manufacturer’s average fuel economy for the fleet of vehicles available for sale in the United States.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law. In addition to setting increased corporate average fuel economy standards for motor vehicles, the act includes other provisions related to energy efficiency:

- Renewable fuel standard (Section 202)
- Appliance and lighting efficiency standards (Sections 301–325)
- Building energy efficiency (Sections 411–441)

This federal legislation requires ever-increasing levels of renewable fuels to replace petroleum (Section 202, RFS). The USEPA is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the Energy Independence and Security Act of 2007 (EISA), the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of GHG emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of our nation’s renewable fuels sector. The updated program is referred to as RFS2 and includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline.
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.
- EISA established new categories of renewable fuel and set separate volume requirements for each one.
- EISA required the EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces (EPA 2015)

Additional provisions of EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green jobs.”

4.2.2.2 State

California Clean Air Act

The federal CAA allows states to adopt ambient air quality standards and other regulations provided that they are at least as stringent as federal standards. The California CAA was adopted in 1988 and establishes the state's air quality goals, planning mechanisms, regulatory strategies, and standards of progress. The CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California, including setting the CAAQS and developing the California State Implementation Plan (SIP) (described below), for which it works closely with the federal government and the local air districts. The CARB reviews operations and programs of the local air districts, and requires each air district with jurisdiction over a non-attainment area to develop its own strategy for achieving the NAAQS and CAAQS. The CARB also establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment, and sets fuel specifications to further reduce vehicular emissions.

The CARB has established more stringent CAAQS for the six criteria air pollutants, as well as for additional pollutants including sulfates, hydrogen sulfide, and vinyl chloride. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. In addition, the CARB has established a set of episode criteria for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and particulate matter. Episode criteria refer to pollutant levels, ranging from Stage One to Stage Three, which represent periods of short-term exposure to air pollutants that actually threaten public health. Health effects are progressively more severe as pollutant levels increase from the Stage One to Stage Three episode criteria. The current CAAQS and the SDAB attainment status are listed above in Tables 4.2-1 and 4.2-3, respectively.

California State Implementation Plan

The federal CAA (and its subsequent amendments) also requires each state to prepare an air quality control plan referred to as the SIP. The federal CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. SIPs include strategies and control measures to attain the NAAQS by deadlines established in the federal 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. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the federal CAA.

The SDAPCD is the agency responsible for preparing and implementing the portion of the California SIP applicable to the SDAB for attaining the NAAQS for 8-hour ozone. The Eight Hour Ozone Attainment Plan for San Diego County (SDAPCD 2007) identifies control measures to reduce emissions of ozone precursors and complies with the federal SIP requirements. This plan accommodates emissions from all sources, including natural sources, through implementation of control measures, where feasible, on stationary sources to attain the standards. Mobile sources are regulated by the USEPA and the CARB, and the emissions and reduction strategies related to mobile sources are considered in the SIP. The SIP does not address impacts from sources of PM₁₀ or PM_{2.5}, although it does include control measures (rules) to regulate stationary source emissions of those pollutants. These SIP-approved rules may be used as a guideline to determine whether a project's emissions would have the potential to conflict with the SIP and thereby hinder attainment of the NAAQS for ozone.

Title 24 of the California Code of Regulations

Energy consumption by new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and nonresidential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided these standards meet or exceed those provided in Title 24 guidelines. Title 24, Part 6, does not apply to hospitals, but applies to other facilities associated with the medical center, such as the medical office buildings.

Senate Bill 1368

On September 29, 2006, Governor Arnold Schwarzenegger signed into law Senate Bill 1368 (Perata, Chapter 598, Statutes of 2006). The law limits long-term investments in baseload generation by the state's utilities to power plants that meet an emissions performance standard jointly established by the CEC and the California Public Utilities Commission. The CEC has designed regulations that:

- Establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, of 1,100 pounds CO₂ per megawatt-hour (MWh). This will encourage the development of power plants that meet California's growing energy needs while minimizing their emissions of GHGs;
- Require posting of notices of public deliberations by publicly owned utilities on long-term investments on the CEC website. This will facilitate public awareness of utility efforts to meet customer needs for energy over the long-term while meeting the state's standards for environmental impact; and
- Establish a public process for determining the compliance of proposed investments with the EPS [emissions performance standard] (Perata, Chapter 598, Statutes of 2006).

Assembly Bill 1493

Adopted in 2002 by the state legislature, Assembly Bill 1493 ("Pavley" regulations) required that the California Air Resources Board (CARB) develop and adopt, no later than January 1, 2005, regulations to achieve the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles.

The first California request to implement GHG standards for passenger vehicles, known as a waiver request, was made in December 2005 and was denied by the EPA in March 2008. That decision was based on a finding that California's request to reduce GHG emissions from passenger vehicles did not meet the Clean Air Act requirement of showing that the waiver was needed to meet "compelling and extraordinary conditions."

The EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks, and sport utility vehicles on June 30, 2009. On September 24, 2009, CARB adopted amendments to the Pavley regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. These amendments are part of California's commitment to a nationwide program to reduce new passenger vehicle GHGs from 2012 through 2016. CARB's September 2009 amendments will allow for California's enforcement of the Pavley rule while providing vehicle manufacturers with new compliance flexibility. The amendments also prepare California to harmonize its rules with the federal rules for passenger vehicles.

It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency and reducing motorists' costs. CARB has adopted a new approach to passenger vehicles—cars and light trucks—by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plugin hybrids and zero-emission vehicles in California (CARB 2013a).

Assembly Bill 2076

The CEC and ARB are directed by AB 2076 (passed in 2000) to develop and adopt recommendations for reducing dependence on petroleum. A performance-based goal is to reduce petroleum demand to 15 percent less than 2003 demand by 2020.

Senate Bill 375, Sustainable Communities and Climate Protection Act

Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008, enhances California's ability to reach its Assembly Bill 32 goals by promoting good planning with the goal of more sustainable communities. Senate Bill 375 requires the CARB to develop regional GHG emissions reduction targets for passenger vehicles to be achieved by 2020 and 2035, and requires the regional Metropolitan Planning Organizations, such as SANDAG, to develop Sustainable Communities Strategies in their regional transportation plans. The Sustainable Communities Strategies demonstrate how each region will meet the CARB's emissions reduction targets through integrated land use, housing, and transportation planning to reduce the amount of vehicle miles travelled within their respective regions.

4.2.2.1 Regional

San Diego Regional Air Quality Strategy

The SDAPCD is the local agency responsible for the administration and enforcement of air quality regulations for the SDAB. The SDAPCD regulates most air pollutant sources, except for motor vehicles, marine vessels, aircraft, and agricultural equipment, which are regulated by the USEPA or the CARB. State and local government projects, as well as projects proposed by the private sector, are subject to SDAPCD requirements if the sources are regulated by the SDAPCD. In addition, the SDAPCD, along with the CARB, maintains and operates ambient air quality monitoring stations at numerous locations throughout San Diego County that measure the criteria and toxic air pollutant levels in the ambient air.

The SDAPCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB. The San Diego Regional Air Quality Strategy (RAQS) was initially adopted in 1991, and is updated on a triennial basis. The RAQS was updated in 1995, 1998, 2001, 2004, and most recently in April 2009. The RAQS outlines the SDAPCD's plans and control measures designed to attain the more stringent CAAQS for ozone. The SDAPCD has also developed the SDAB's input to the California SIP, which is required under the federal CAA for pollutants that are designated as being in non-attainment of NAAQS for the basin.

The RAQS relies on information from the CARB and SANDAG regarding mobile and area source emissions and projected growth in the County. This information is used to project future emissions and develop appropriate strategies for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and the County as part of the development of their respective

general plans. As such, a project that proposes development that is consistent with the growth anticipated by the applicable general plan would be consistent with the RAQS. If a project proposes development which is less intensive than that anticipated in the growth projections, the project would likewise be consistent with the RAQS. If a project proposes development which is greater than that anticipated in the growth projections, the project could be in conflict with the RAQS and could have a potentially significant impact on air quality.

SDAPCD Rules

The SDAPCD has adopted rules and regulations that govern stationary sources within the SDAB. SDAPCD rules that would be applicable to the proposed project include the following:

- **Rule 51—Nuisance.** Rule 51 prohibits the discharge from any source such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.
- **Rule 52—Particulate Matter.** Rule 52 prohibits the discharge of particulate matter into the atmosphere from any source (except stationary internal combustion engines) in excess of 0.10 grain per dry standard cubic feet (0.23 grams per dry standard cubic meter) of gas.
- **Rule 55—Fugitive Dust Control.** Rule 55 applies to any commercial construction or demolition activity capable of generating fugitive dust emissions, and requires that visible dust emissions be controlled such that they do not extend beyond the property line for more than three minutes in any 60-minute period, and also requires track-out/carry-out dust to be controlled.
- **Rule 67.0—Architectural Coatings.** Rule 67.0 establishes the VOC content of architectural coatings that is allowed within the SDAB for various types of coatings.
- **Rule 1210—Toxic Air Contaminant Public Health Risks.** Rule 1210 applies to each stationary source required to prepare a public health risk assessment pursuant to California Health and Safety Section 44360, and implements public notification and risk reductions requirements for TACs.

City of San Diego General Plan

The City of San Diego's General Plan addresses energy efficiency through the Conservation Element and the Urban Design Element. The Conservation Element contains policies to guide conservation of resources including, but not limited to air and energy. The following energy-conservation policies are applicable to the proposed project.

- CE-A.5** Employ sustainable or "green" building techniques for the construction and operation of buildings.
- a. Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings. This can be accomplished through factors including, but not limited to:

- Designing mechanical and electrical systems that achieve greater energy efficiency with currently available technology;
 - Minimizing energy use through innovative site design and building orientation that addresses factors such as sun-shade patterns, prevailing winds, landscape, and sun-screens;
 - Employing self generation of energy using renewable technologies;
 - Combining energy efficient measures that have longer payback periods with measures that have shorter payback periods;
 - Reducing levels of non-essential lighting, heating and cooling; and
 - Using energy efficient appliances and lighting.
- b. Provide technical services for “green” buildings in partnership with other agencies and organizations.

CE-A.9 Reduce building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including:

- a. Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases;
- b. Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system;
- c. Removing code obstacles to using recycled materials in buildings and for construction; and
- d. Implementing effective economic incentives to recycle construction and demolition debris (see also Public Facilities Element, Policy PF-I.2).

CE-A.11 Implement sustainable landscape design and maintenance.

- a. Use integrated pest management techniques, where feasible, to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers.
- b. Encourage composting efforts through education, incentives, and other activities.
- c. Decrease the amount of impervious surfaces in developments, especially where public places, plazas and amenities are proposed to serve as recreation opportunities (see also Recreation Element, Policy RE-A.6 and A.7).
- d. Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals.
- e. Reduce use of lawn types that require high levels of irrigation.
- f. Strive to incorporate existing mature trees and native vegetation into site designs.
- g. Minimize the use of landscape equipment powered by fossil fuels.
- h. Implement water conservation measures in site/building design and landscaping.
- i. Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible (see Policy CE-A.12).

- CE-A.12** Reduce the San Diego Urban Heat Island through actions such as:
- a. Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up.
 - b. Planting trees and other vegetation, to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots; and
 - c. Reducing heat buildup in parking lots through increased shading or use of cool paving materials as feasible (see also Urban Design Element, Policy UD-A.12).
- CE-I.4** Maintain and promote water conservation and waste diversion programs to conserve energy.
- CE-I.5** Support the installation of photovoltaic panels, and other forms of renewable energy production.
- a. Seek funding to incorporate renewable energy alternatives in public buildings.
 - b. Promote the use and installation of renewable energy in new and existing development.
- CE-I.8** Improve fuel-efficiency to reduce consumption of fossil fuels.
- CE-I.9** Implement local and regional transportation policies that improve mobility and increase energy efficiency and conservation.
- CE-I.10** Use renewable energy sources to generate energy to the extent feasible.

Palomar College 2022 Educational and Facilities Master Plan

The Palomar College 2022 Educational and Facilities Master Plan is comprised of two main components, which are linked together: the Educational Master Plan which addresses all PCCD campuses and educational centers (see below), and the San Marcos Campus Facilities Master Plan. The Educational Master Plan forecasts the future educational programs and enrollment for the PCCD, and has projected a total enrollment of 47,500 students at all campuses by the year 2022. An EIR for the San Marcos Campus Facilities Master Plan was certified by the PCCD governing board on November 10, 2009. The EIR included general project design features (PDF) and standard construction practices that could apply to its other satellite campuses including the south education center. The applicable PDFs and SCPs related to energy usage from the 2009 EIR include the following:

- Utl-PDF-1** High-efficiency, Energy Star®-rated, or higher, equipment will be installed in new and remodeled buildings under the Master Plan, if economically feasible. Prior to issuance of a Notice of Completion for each applicable Master Plan building, the proper installation and operation of said equipment will be approved by a Division of State Architect (DSA)-certified inspector.
- Utl-PDF-5** New and remodeled buildings will be designed to meet minimum LEED standards, or equivalent, for New Construction certification. During the design review process, PCCD will ensure that appropriate LEED building features, or equivalent, are shown on the plans. At a minimum, all Master Plan buildings will meet Title 24 requirements; be constructed with at least 25 percent recycled materials; include passive heating and cooling systems such as insulation and ventilation to reduce energy usage; include energy-efficient lighting fixtures

such as fluorescent lighting for interior uses, and light-emitting diodes (LEDs) for exterior uses; and be designed for a 50-year life span or greater.

Utl-PDF-6 PCCD will continue to coordinate with SDG&E to enroll all eligible Master Plan projects into the Savings by Design Program, which provides energy efficiency techniques for nonresidential new construction and renovation/remodeling projects. During the design review process, PCCD will contact SDG&E to determine funding availability for this program and to learn about program options that will enhance energy performance for Master Plan implementation.

4.2.3 Impacts and Mitigation

4.2.3.1 Issue 1 – Consistency with Applicable Air Quality Plan

Would the proposed PCCD South Education Center result in a conflict with or obstruct implementation of the applicable air quality plan?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would conflict with or obstruct implementation of the applicable air quality plan.

Impact Analysis

The air quality plans relevant to this discussion are the SIP and RAQS. The SIP includes strategies and tactics to be used to attain and maintain acceptable air quality in the SDAB based on the NAAQS; while the RAQS includes strategies for the Basin to meet the CAAQS. Consistency is typically determined by two standards. The first standard is whether the proposed project would exceed growth assumptions contained in the RAQS and SIP. If the proposed project would exceed the RAQS or SIP growth assumptions, the second standard is whether the proposed project would increase the frequency or severity of existing air quality violations, contribute to new violations, or delay the timely attainment of air quality standards or interim reductions as specified in the RAQS.

The RAQS and SIP rely on information from the CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County of San Diego, to forecast future emissions and then determine the strategies necessary for the reduction of emissions through regulatory controls. The location of the South Education Center was strategically selected to serve an underserved population within the area. Because the project is utilizing an existing building and is anticipated to serve an existing population, it is not anticipated to have growth-inducing impacts in the area. The 2022 Facilities Master Plan (updated in 2010) shows a detailed analysis of the demographics and educational needs of the population in the area. The Master Plan accounts for the anticipated growth in student attendance and is consistent with the regional plans. Therefore, the development of the education center itself would not result in growth in the area. Because the project would be consistent with the growth projections in the SIP and RAQS, it would not conflict with the plans. Impacts related to consistency with regional plans would be less than significant.

Mitigation Measures

Implementation of the proposed project would not conflict with or obstruct implementation of the SIP or RAQS; therefore, no mitigation is required.

4.2.3.2 Issue 2 – Consistency with Air Quality Standards

Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Impact Analysis

This section addresses the potential for the project to generate criteria air pollutant emissions that exceed ambient air quality standards. Construction and operational criteria air pollutant emissions that would be generated by implementation of the project are discussed below.

Construction

Air pollutant emission sources during project construction would include exhaust and particulate emissions generated from construction equipment; fugitive dust from soil disturbance during site preparation, grading, and excavation activities; and volatile compounds that evaporate during site paving and painting of the structures.

Development on the South Education Center site is expected to last up to 18 months and includes construction of a new 1,200 ft. long loop road. Interior improvements to the existing building are included in the 18 month construction schedule but would not require diesel powered construction equipment with the potential to generate criteria pollutant emissions. Therefore, interior improvements are not included in this construction analysis.

The construction of the new loop road would require grading, fine grading, and paving. It is estimated that grading would take approximately two months, fine grading would last about one month, and paving about one week. Typical grading equipment would be used, including tractors, excavators, graders, water trucks, and pavers. The maximum depth of excavation would be approximately 10 feet for storm drain trenches and approximately 6.5 feet for rough grading. Construction would require removal of approximately 8,750 cubic yard (CY) of soil, from which 3,900 CY will be reused and spread across the graded pad. The remaining material, about 4,850 CY, will need to be exported offsite. A haul disposal facility has not been selected at this time. The CalEEMod default distance of 20 miles is assumed for the facility. A default truck capacity of 16 CY is also assumed.

To be conservative, it is assumed that construction of new loop road would be simultaneous to account for the worst case daily construction emissions from all phases. Table 4.2-4 provides the worst case scenario of emissions that would occur. As shown in Table 4.2-4, none of the phases of construction would exceed the significance thresholds. Therefore, a potentially significant impact would not occur during construction.

Table 4.2-4 Maximum Daily Emissions Per Construction Activity

Construction Activity	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition	3	28	22	<1	2	2
Site Preparation	2	26	17	<1	7	4
Grading	2	21	15	<1	6	4
Building Construction	3	22	17	<1	2	1
Paving	2	13	10	<1	1	1
Architectural Coating	16	2	2	<1	<1	<1
Significance Threshold	137	250	550	250	100	100
Significant Impact?	No	No	No	No	No	No

CO = carbon monoxide; NO_x = nitrogen oxides; VOC = volatile organic compound; SO_x = sulfur oxides;

PM₁₀ = respirable particulate matter; PM_{2.5} = fine particulate matter

Sources: CalEEMod 2013.2.2., Appendix C for data sheets.

Operation

To conservatively estimate operational air quality emissions, this analysis assumes the maximum capacity of the proposed campus facilities. The maximum capacity represents the full student attendance, maximum vehicle trips, and full development of the PCCD South Education Center. The operational emissions include the emissions associated with the education center and the improved parking structure. Vehicle trip generation is based on the project traffic study, which was prepared by Linscott, Law and Greenspan, Engineers (LLG 2015). The projected ADT rate for buildout of the proposed project is 1,910 trips. Pollutant emissions from vehicles were calculated using CalEEMod 2013.2.2.

In addition to vehicle trips, the proposed project would emit pollutants from on-site area sources, such as burning natural gas for space and water heating, landscape maintenance equipment, consumer products, and periodic repainting of interior and exterior surfaces (architectural coatings).

The vehicular and area source emissions associated with operation of the proposed project are summarized in Table 4.2-5. The proposed project would not exceed the daily regional thresholds for any criteria pollutant during operation. Therefore, operational emissions would be less than significant.

Table 4.2-5 Operation Maximum Daily Emissions

Emissions Source	Pollutant Emissions (pounds/ day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Vehicular Sources	23	49	230	<1	37	10
Area Sources						
Natural Gas	<1	1	1	<1	<1	<1
Landscape	<1	<1	1	<1	<1	<1
Consumer Products	9	0	0	0	0	0
Architectural Coating	2	0	0	0	0	0
Total Emissions	35	50	232	1	37	10
Significance Thresholds	137	250	550	250	100	100
Significant Impact?	No	No	No	No	No	No

CO = carbon monoxide; NO_x = nitrogen oxides; VOC = volatile organic compounds; SO_x = sulfur oxides

PM₁₀ = respirable particulate matter; PM_{2.5} = fine particulate matter

Source: CalEEMod 2013.2.2. See Appendix C for data sheets.

Mitigation Measures

Construction and operation of the proposed project would not exceed the significance thresholds for any criteria pollutant. No mitigation is required.

4.2.3.3 Issue 3 – Sensitive Receptors

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

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would expose sensitive receptors to substantial pollutant concentrations. For the CO “hot spots” analysis provided in this section, sensitive receptors are defined as residences, commercial developments, schools, and hospitals that are located in the vicinity of congested roadways or intersections where the 1-hour and 8-hour NAAQS and CAAQS for CO are exceeded.

Impact Analysis

CARB defines sensitive receptors as residences, schools, day care centers, playgrounds, and medical facilities, or other facilities that may house individuals with health conditions that would be adversely affected by changes in air quality. The two primary emissions of concern regarding health effects for sensitive receptors are carbon monoxide and diesel particulates. An analysis of the project’s potential to expose sensitive receptors to substantial pollutant concentrations of carbon monoxide is provided below.

Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of carbon monoxide, known as carbon monoxide hot spots. An air quality impact is considered significant if carbon monoxide emissions create a hot spot where either the California 1-hour standard of 20 ppm or the federal and State eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (level of service [LOS] E or worse).

Intersections that operate at an LOS E or F have the potential to generate carbon monoxide hot spots. The traffic study prepared for the South Education Center (LLG 2015) used project-level trip generation analysis and distribution to evaluate the intersections and road segments in the project vicinity that would carry the majority of project traffic. The traffic study analyzed the Existing + Project scenarios for near-term and long-term (Year 2035) conditions. Three intersections would operate at a LOS E under the Year 2035 + Project Scenario:

#2 Rancho Bernardo Road/Via Del Campo (AM and PM Peak Hour),

#3 Rancho Bernardo Road/Matinal Road (AM and PM Peak Hour), and

#4 Rancho Bernardo Road/Bernardo Center Drive (AM and PM Peak Hour).

The analysis of the future scenarios concluded that the project would result in worsening of the LOS at those locations, with anticipated increased delay of 5.4 second or more at these intersections compared to conditions without the proposed project. Application of mitigation measures TRA-1 through TRA-3 would reduce the impact to intersections #2 and #3 (see Appendix G, Table 15-1). However,

implementation of mitigation would not reduce the impact to intersection #4 to less than significant. Therefore, the project's potential to generate a CO hotspot at intersection #4 was analyzed.

Using the CALINE4 model, potential CO hot spots were analyzed at intersection #4 during the unmitigated AM Peak hour, which is the most congested peak hour for the intersection. There are several inputs to the CALINE4 model. One input is the traffic volumes, which is from the project-specific traffic report. The traffic volumes with the project were used for the buildout scenario as well as emission factors generated using the EMFAC2011 model for year 2035. As shown in the table below, the proposed project would not result in a CO hotspot at intersection #4 in the AM peak hour at the long term (2035 plus project) scenario. Consequently, the project would not result in any increase in the potential for sensitive receptors to be exposed to carbon monoxide hot spots. Therefore, the potential carbon monoxide impacts would be less than significant.

Table 4.2-5 Localized Carbon Monoxide Concentrations

Intersection	Peak Hour	Estimated CO Concentration (ppm)		Thresholds (ppm)		Significant Impact?
		1 Hour	8 Hour	1 Hour	8 Hour	
#4 Rancho Bernardo Road/Bernardo Center Drive, year 2035 with project.	AM	6.8	4.8	20	9	No

CO = carbon monoxide

Notes: The 1-hour concentration is the CALINE4 output (see Appendix C for model output) plus the 1-hour background concentration calculated by applying the 0.7⁻¹ persistence factor to the 8 hour background concentration from Table 4.2-2.

The 8 hour project increment was calculated by multiplying the 1 hour CALINE4 output by 0.7 (persistence factor), then adding the 8 hour background concentration of 3.70 ppm (from Table 4.2-2).

Source: Caline4. See Appendix C for data sheets.

Mitigation Measures

The proposed project would not significantly increase congestion compared to conditions without the proposed project. Consequently, the project would not result in any increase in the potential for sensitive receptors to be exposed to carbon monoxide hot spots. Therefore, the potential carbon monoxide impacts would be less than significant. No mitigation is required.

4.2.3.4 Issue 4 – Objectionable Odors

Would the proposed PCCD South Education Center create objectionable odors affecting a substantial number of people?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would create objectionable odors affecting a substantial number of people.

Impact Analysis

Offensive odors can present a nuisance to the general public, but seldom result in permanent physical damage. Offensive odors may cause agitation, anger, and concern to the public, especially in residential neighborhoods located near major sources of odor.

Construction associated with implementation of the proposed PCCD South Education Center could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust. However, construction equipment would be operating at various locations throughout the project site and construction would not take place all at once. The smell of diesel exhaust is due in most part to the presence of sulfur and the creation of hydrocarbons during combustion (Nett Technologies 2010). The use of architectural coatings and solvents may also emit odors from the evaporation of volatile organic compounds. As shown in Table 4.2-4, construction of the project would not result in significant emissions of sulfur oxides or VOCs. SDAPCD Rule 67 limits the amount of volatile organic compounds from coatings and solvents, and the project would incorporate the use of low-VOC coatings. In addition, construction near existing sensitive receptors would be temporary. Therefore, impacts associated with nuisance odors during project construction would not be significant.

The CARB's *Air Quality and Land Use Handbook* identifies 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 the development of educational uses on the site, which does not typically result in a source of nuisance odors associated with operation. The project does not propose any specific new sources of odor that could affect sensitive receptors.

Additionally, SDAPCD Rule 51 prohibit emissions from any source whatsoever in such quantities of air contaminants or other material, which cause injury, detriment, nuisance, or annoyance to the public health or damage to property. The SDAPCD responds to odor complaints and an inspector takes enforcement action if the source is not in compliance with the SDAPCD rules and regulations (SDAPCD 2010). In the event of enforcement action, odor-causing impacts must be mitigated by appropriate means to reduce the impacts to sensitive receptors to less than significant. Therefore, the project is not anticipated to create or result in objectionable odors that may affect a substantial number of people, and odor impacts are less than significant.

Mitigation Measures

Impacts related to objectionable odors would be less than significant without mitigation. No mitigation is required.

4.2.3.5 Issue 5 – Wasteful, Inefficient, and Unnecessary Usage of Energy

Methodology

The energy analysis for the project evaluates the following sources of energy consumption associated with the project.

- Short-term construction—gasoline and diesel consumed by vehicles and off-road construction equipment.
- Operational on-road vehicles—gasoline and diesel consumed by personal automobiles and service trucks.
- Operational power, heating, and cooling—electricity and natural gas consumed by occupants.

Construction-related energy use (i.e., fuel consumption) was calculated by converting GHG emissions predicted by CalEEMod using the rate of carbon dioxide (CO₂) emissions emitted per gallon of combusted diesel (22.2 pounds/gallon) (Climate Registry 2015). The estimated fuel consumption was converted to British Thermal Units (BTU) assuming an energy intensity of 129,488 per gallon of diesel (Argonne 2013).

Energy consumed by operational on-road vehicles was quantified using the estimated vehicle miles traveled (VMT) under full project buildout developed by the air quality analysis. The estimated VMT was converted to BTU assuming using a Pavley-adjusted weighted energy intensity of 4,683 BTU per vehicle mile (Oak Ridge National Laboratory 2013).

Operational electricity and natural gas consumption under full project buildout was drawn from the CalEEMod modeling performed to support the GHG analysis (Section 4.4). CalEEMod outputs for natural gas consumption are provided in BTU; outputs for electricity consumption, which are provided in kilowatt hours, were converted to BTU assuming an energy intensity of 3,416 BTU per kilowatt hour (Argonne 2013).

Standards of Significance

Based on State CEQA Guidelines Appendix F, environmental impacts may include those listed below.

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project, including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- The effects of the project on peak- and base-period demands for electricity and other forms of energy.
- The degree to which the project complies with existing energy standards.
- The effects of the project on energy resources.
- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The State CEQA Guidelines recommend that the discussion of applicable energy impacts focus on whether the project would result in the wasteful, inefficient, or unnecessary consumption of energy, as this may constitute an unavoidable adverse effect on energy resources. Efficiency projects that incorporate conservation measures to avoid wasteful energy usage facilitate long-term energy planning and avoid the need for unplanned or additional energy capacity.

Accordingly, based on the criteria outlined in the State CEQA Guidelines Appendix F, the project would cause significant impacts related to energy if it would result lead to a wasteful, inefficient, and unnecessary usage of direct or indirect energy. As discussed in Section 4.2.2, Regulatory Framework, energy legislation, policies, and standards adopted by California and local governments were enacted and promulgated for the purpose of reducing energy consumption and improving efficiency (i.e., reducing wasteful and inefficient use of energy).

Therefore, for the purposes of this analysis, wasteful and inefficient are defined as circumstances in which the project would conflict with applicable state or local energy legislation, policies, and standards.

Accordingly, if the project conflicts with legislation, policies, or standards designed to avoid wasteful and inefficient energy usage, it would result in a significant impact related to energy resources and conservation.

Impact Analysis

Project construction would consume fuel through operation of heavy-duty construction equipment and vehicles. Based on the GHG emissions analysis summarized in Section 4.4, and the rate of CO₂ emitted per gallon of fuel consumed, energy use associated with project construction was calculated and estimated to result in the one-time consumption of 110,746 million BTU.

Project operations would also result in the consumption of electricity and natural gas for power and heating. Fuel consumed by on-road vehicles, as well as electricity and natural gas consumed by operation of the SEC, represents the long-term operational impact associated with the project. Energy consumed by on-road vehicles operated by students and faculty was quantified using the VMT estimate developed by CalEEMod in the air quality analysis. Operational energy consumption at full buildout of the project in 2017 was calculated and estimated to result in an annual consumption of 90,254 million BTU.

Construction and operational energy consumption estimates are summarized in Table 4.2-6.

Table 4.2-6 Estimated Annual Energy Consumption for the Proposed Project

Condition	Construction (Million BTU/Year)	Operational (Million BTU/Year)
Mobile sources	110,746	80,275
Electricity Consumption	-	6,144
Natural Gas Consumption	-	3,835
Total Energy Consumption	110,746	90,254

Reductions in electricity and natural gas consumption are achieved by following the CalGreen and Title 24 energy code requirements and associated standards such as American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) 90.1. In addition, photovoltaic (PV) solar facilities will be included as part of the project. The amount of PV to be installed is currently unknown; however, the installation and use of PV would further reduce the project's operational consumption of offsite, fossil-fueled energy.

Because the project would meet mandatory energy standards, current CCR Title 24, Part 6 California Energy Code, development of the proposed project would not result in a wasteful, inefficient, or unnecessary use of energy. This Impact would be less than significant; therefore, no mitigation is required.

Mitigation Measures

Impacts related to energy use would be less than significant without mitigation; therefore, no mitigation is required.

4.2.4 Cumulative Impacts

As indicated in Table 4-1, Geographic Scope of Cumulative Impact Analysis, of this EIR, impacts relative to consistency with applicable air quality plans, TACs, and objectionable odors are generally limited to the

campus at which there are no cumulative projects identified. Therefore, these issues are not subject to a cumulative impact analysis, and are not addressed in this section.

4.2.4.1 Issue 1 – Consistency with Applicable Air Quality Plan

The geographic context for the analysis of cumulative impacts relative to violations of the applicable air quality plan is the SDAB. San Diego County complies with the SIP and RAQS air quality plans. The SIP includes strategies and tactics to be used to attain and maintain acceptable air quality in the SDAB based on the NAAQS, while the RAQS includes strategies for the Basin to meet the CAAQS. The PCCD South Education Center does not exceed the SIP and RAQS growth assumptions as the 2022 Facilities Master Plan (updated in 2010) accounts for the anticipated growth in student attendance and is consistent with regional plans. Since the project would be consistent with the SIP and RAQS, the cumulative impacts related to the consistency with the applicable air quality plan would be less than significant.

4.2.4.2 Issue 2 – Consistency with Applicable Air Quality Standards

The geographic context for the analysis of cumulative impacts relative to criteria air pollutants is the SDAB. San Diego County is presently designated as being a non-attainment area for the NAAQS ozone standard. The County is also a non-attainment area for the CAAQS standards for ozone, PM₁₀, and PM_{2.5}. Therefore, a significant cumulative impact to air quality for ozone precursors (VOCs and NO_x), PM₁₀, and PM_{2.5} currently exists. Consequently, the greatest concern involving criteria pollutants is whether a project would result in a cumulatively considerable net increase of PM₁₀, PM_{2.5}, or exceed screening-level criteria thresholds of ozone precursors (VOCs and NO_x).

A localized pollutant concentration analysis is applicable to the analysis of the cumulative impacts of construction emissions because construction emissions would be temporary. Pollutant emissions would disperse or settle out following construction and would not contribute to long-term concentrations of emissions in the SDAB. Long-term regional impacts associated with operation of the education center are discussed below. Short-term emissions from construction would present a localized health concern if multiple construction projects would take place at the same time and would exceed the significance thresholds. Therefore, construction projects that do not take place at the same time or fall below the significant thresholds do not contribute to the same short-term cumulative impact.

The City has not adopted specific emission thresholds by which to evaluate the significance of air quality impacts of projects within its jurisdiction. Additionally, the SDAPCD has not established screening thresholds for localized impacts. In lieu of any set quantitative air quality significance thresholds for localized impacts, the Localized Significance Thresholds established by the SCAQMD (SCAQMD 2009) are used to determine potential cumulative impacts. Based on the thresholds, NO_x emissions decrease approximately 95 percent beyond approximately 4,270 feet. Therefore, cumulative projects 4,270 feet from the project site are excluded from the cumulative NO_x analysis. According to the Localized Significance Thresholds, PM₁₀ decreases approximately 95 percent by 1,300 feet, and PM_{2.5} by 1,430 feet. SCAQMD has not established a threshold for VOCs. However, VOCs diffuse quickly outdoors (California Indoor Air Quality 2011). Being of a gaseous nature similar to NO_x, it is assumed for the purposes of this analysis that VOC pollutant concentrations would disperse by 95 percent beyond 4,270 feet, similar to NO_x. Therefore, cumulative projects 1,300 feet from the project site are excluded from the cumulative PM₁₀ analysis, projects 1,430 feet from the site are excluded from the PM_{2.5}, and projects 4,270 feet from the site are excluded from the cumulative VOC analysis.

The area within 4,270 feet for the project site is primarily built out, with the exception of undeveloped hillsides to the northwest of the site across Rancho Bernardo Road, and several graded pads located south of the project site. The open space northwest of the project site is designated for preservation in the County of San Diego Multiple Species Conservation Program; therefore, no construction is anticipated in this area. Several graded pads are located within the business parks to the south of the project site, and may potentially be developed. It is unknown whether any construction activities are planned for these sites. Therefore, it is unlikely that these building pads would be under construction at the same time as the proposed project. Additionally, as shown in Table 4.2-4, the proposed project would not exceed any significance thresholds at the project site, with the exception of PM₁₀ emissions during hauling of excavated materials. As the nearby building pads have already been graded, construction in these areas would be not expected to generate substantial amounts of particulate matter during construction, similar to the fine grading phase of construction of the proposed loop road. Haul trips for the project would utilize Rancho Bernardo Road so that PM₁₀ emissions associated with the proposed project would be concentrated north of the project site, further from the building pads. Therefore, construction emissions from the proposed project would not be expected to combine with construction emission from surrounding business park development such that the significance thresholds would be exceeded. This potential cumulative impact would be less than significant.

According to the County of San Diego significance threshold, which applies to projects in the SDAB, a project would result in a significant cumulatively considerable contribution to an air quality impact if the project does not conform to the RAQS or if the project has a significant direct impact to air quality. As discussed in Section 4.2.3.2 (Issue 2), the project is not anticipated to cause significant growth in the area. Additionally, as shown in Table 4.2-5, operational emissions of the proposed project, including VOCs, NO_x, carbon monoxide, PM₁₀, and PM_{2.5} would not exceed the significance thresholds. Therefore, the proposed project would not result in a cumulatively significant impact.

4.2.4.3 Issue 3 – Sensitive Receptors

CO Emissions

The geographic context for the analysis of cumulative impacts relative to sensitive receptors (e.g., residences, commercial developments, schools, hospitals) is the SDAB. The traffic study prepared for the project evaluated the intersections in the project vicinity. The traffic study analyzed the Existing + Project scenario for near-term and long-term (Year 2035) conditions. The traffic impact analysis for the project analyzed potential traffic impacts from buildout of the proposed project. As shown in the traffic study, under three intersections would operate at a LOS E with the proposed project under long-term conditions. Therefore, a potentially significant cumulative impact would occur. However, the project would not result in any significant increase in CO concentrations at affected intersections, as shown in Section 4.2.3.3, Issue 3. Therefore, the proposed project would not result in a cumulatively considerable contribution to the potentially significant cumulative exposure of sensitive receptors to carbon monoxide.

Toxic Air Contaminants

The project would result in diesel particulate matter from the operation of construction equipment. Construction of the project would result in less than significant levels of particulate matter emissions during the construction phase, including fugitive dust and diesel emissions from construction equipment, based on the City of San Diego thresholds. Additionally, diesel particulate matter is considered to have a

long-term (eight years or more) health effect related to increased risk of cancer and non-cancer chronic conditions (CARB 1998). Construction would be a short-term event lasting approximately one and a half years. The highest diesel particulate emissions from construction occurring during site preparation and grading activities, and would then be substantially reduced during subsequent construction phases. Therefore, emissions would not result in a significant long-term health risk to surrounding receptors. Consequently, the project would not result in any increase in the potential for sensitive receptors to be exposed to carbon monoxide hot spots.

Therefore, the proposed project would not result in a cumulatively considerable contribution to the potentially significant cumulative exposure of sensitive receptors to carbon monoxide or PM₁₀ emissions.

4.2.4.4 Issue 4 – Objectionable Odors

The geographic context for the analysis of cumulative impacts relative to objectionable odors is the SDAB. The project could result in minor amounts of odor compounds in association with heavy equipment diesel exhaust during the construction phase of the project. However, construction equipment would be operating at different areas throughout the project site and would not take place all at the same time. The project would not result in significant emissions of sulfur oxides or VOCs, as the project proposes the use of low-VOC coatings. Therefore, there cumulative impacts associated with nuisance odors during construction would be less than significant.

The project does not identify as a common source of odor complaints under the CARB's *Air Quality and Land Use Handbook*, which identifies typical sources of odor complaints sources, including facilities such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations. Since the project includes the development of educational uses, which do not typically result in a source of nuisance odors associated with operation, the project would not result in any specific new sources of odor that could affect sensitive receptors. Additionally, SDAPCD Rule 51 prohibits emissions from any source whatsoever in such quantities of air contaminants or other material, which could cause injury, detriment, nuisance, or annoyance to the public health or damage to property. The project would not result in a conflict with SDAPCD Rule 51. Therefore, the project is not anticipated to create or result in objectionable odors that may affect a substantial number of people, and cumulative odor impacts are less than significant.

4.2.4.5 Issue 5 – Wasteful, Inefficient, and Unnecessary Usage of Energy

As shown in Table 4.2-6, long-term operation of the project is expected to result in cumulative energy consumption (on-road fuel consumption, electricity, and natural gas) of approximately 90,524 million BTU per year after accounting for a reduction in energy consumption by meeting Title 24 standards. This represents a 0.06 percent increase in citywide energy usage, relative to existing energy use of 135,408,048 Million BTU per year.¹

Because the project would meet mandatory energy standards, development of the proposed project would not result in a wasteful, inefficient, or unnecessary use of energy. This Impact would be less than significant. No Mitigation is required.

¹ Citywide energy use based on 2010 data from San Diego Climate Action Plan (2015)

4.2.5 CEQA Checklist Items Deemed Not Applicable to the Project

All CEQA checklist items related to Air Quality have been thoroughly discussed in this section of the EIR; no topics were left unaddressed.

4.2.6 References

- Argonne. 2013. Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation Model (GREET). Last Revised: October 30, 2013.
- Atkins. 2016. Palomar Community College District South Education Center Project Air Quality Technical Report. March. (Appendix C to this EIR.)
- Atkins. 2009. Palomar College – San Marcos Campus, Facilities Master Plan: Mitigation Monitoring and Reporting Program. November.
- California Air Resources Board (CARB). 2013. Ambient Air Quality Standards. June 4, 2013. Accessed May 6, 2015 at <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>
- California Air Resources Board (CARB). 2013a. “Clean Car Standards - Pavley, Assembly Bill 1493.” May 6, 2013. Accessed July 13, 2014 at <http://arb.ca.gov/cc/ccms/ccms.htm>
- California Air Resource Board. 1998. Findings of the Scientific Review Panel on the Report on Diesel Exhaust. Adopted April 22.
- California Energy Commission (CEC). 2014a. Electricity Consumption by County. Accessed March 8, 2016 at <http://ecdms.energy.ca.gov/elecbycounty.aspx>
- California Energy Commission (CEC). 2014b. Gas Consumption by County. Accessed March 8, 2016 at <http://ecdms.energy.ca.gov/gasbycounty.aspx>
- California Energy Commission (CEC). 2015a. Draft 2015 Integrated Energy Policy Report.-100-2011001-CMF.
- Cambridge West Partnership, LLC. 2010. Palomar College 2022 Educational Master Plan. April 2010.
- City of San Diego. 2015a. City of San Diego Climate Action Plan – Adoption Draft 2015. December 2015. Climate Registry. 2015. Default Emission Factors. Last Revised: April 9, 2015.
- Galli Group Engineering Consulting (Galli Group). 2005. Anticipated Rock Excavation, Frazier Park Estates Development, Frazier Park, California. May 20, 2005.
- Linscott, Law and Greenspan, Engineers (LLG). 2016. Traffic Impact Analysis, Palomar Community College District South Education Center, San Diego, California. March. (Appendix G to this EIR.)
- LPA Inc. 2010. Palomar College 2022 Facilities Master Plan. May 2010.
- Oak Ridge National Laboratory. 2013. Transportation Energy Data Book. Edition 32, Chapter 2, Energy.

- Office of Environmental Health Hazard Assessment (OEHHA). Updated 2007. Health Effects of Diesel Exhaust. Accessed May 6, 2015 at http://oehha.ca.gov/public_info/facts/dieselfacts.html
- Nett Technologies Inc. 2010. Diesel Emissions FAQ: What are diesel emissions? Accessed January 5, 2011 at <http://www.nett.ca/faq/diesel-1.html>
- San Diego Air Pollution Control District (SDAPCD). 2007. Air Quality in San Diego County – 2007 Annual Report.
- San Diego Air Pollution Control District (SDAPCD). 2013. Air Quality in San Diego County – 2013 Annual Report.
- South Coast Air Quality Management District (SCAQMD). 2009. Appendix C – Mass Rate Localized Significance Thresholds (LST) Look-Up Tables. Revised October 21, 2009. Accessed June 18, 2010 at <http://www.aqmd.gov/ceqa/handbook/LST/appC.pdf>
- U.S. Environmental Protection Agency (EPA). 2015. “Renewable Fuel Standard (RFS).” EPA, Transportation and Air Quality, Fuels and Fuel Additives. Accessed December 15, 2015 at <http://www.epa.gov/otaq/fuels/renewablefuels/>
- Western Regional Climate Center. 2015. Poway Valley, California (047111), Period of Record Month Climate Summary, Period of Record: 1/1/1893 to 1/19/2015. Accessed May 6, 2015 at <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7111>

4.3 Biological Resources

This section describes the existing conditions at the project site and in surrounding areas with respect to biological resources; the potential environmental effects (direct, indirect, and/or cumulative) related to special status species, sensitive natural communities, wetlands, wildlife corridors, and nursery sites; and mitigation measures, if required, to reduce or avoid potentially significant impacts. The information provided in this section is based on the PCCD South Education Center Project Biological Technical Report prepared by Atkins in March 2016 (see Appendix D of this EIR).

In accordance with Section 15128 of the CEQA Guidelines, impacts related to consistency with local policies or ordinances protecting biological resources and consistency with the provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan were determined not to be significant, and are discussed briefly at the end of this section below in Section 4.3.5 (CEQA Checklist Items Deemed Not Applicable to the Project).

4.3.1 Existing Conditions

4.3.1.1 Research Methods

Prior to conducting field surveys, a thorough review of relevant maps, databases, and literature pertaining to biological resources known to occur in the project site was performed. Aerial imagery, in addition to topographic, soils, vegetation, and other types of maps of the project site and vicinity were acquired and reviewed to obtain updated information on the natural environmental setting. In addition, a query of sensitive species and habitats databases was conducted, including the California Natural Diversity Database (CNDDB), the California Native Plant Society Electronic Inventory, San Diego Natural History Museum (SDNHM) Plant Atlas, and the Consortium of California Herbarium applications, as well as a review of regional lists produced by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW).

A survey was conducted on May 14, 2015, that focused on the natural resources within the current project area. On June 21, 2012, a general survey of the project site, including an approximately 100-foot buffer, was conducted; and on October 3, 2012, a survey was performed that focused on the coastal sage scrub habitat located in the northeastern and eastern portions of the project site.

4.3.1.2 On-site Biological Resources

Vegetation Communities

A total of eleven vegetation communities or habitat types were mapped in the survey area during the general biological survey: developed, disturbed/non-native vegetation, coastal sage scrub, coastal sage scrub-disturbed, disturbed wetland, eucalyptus woodland, mixed chaparral, native grassland, non-native grassland, ornamental plantings, and scrub oak chaparral. Figure 4.3-1 (Vegetation Communities) shows the locations and extent of the vegetation communities within the survey area, including within the property boundary and 100-foot buffer. Descriptions of these communities are provided. Table 4.3-1 (Vegetation Communities within the Property Boundary) lists the vegetation communities and developed/disturbed areas within the property boundary and the project area, and the approximate acreages of each.

A total of 12.6 acres of open space including natural vegetation communities on the southern slopes of the project site were avoided with the prior approval of the Rancho Bernardo Industrial Park Lot 11 – Project No. 1096 (Vesting Tentative Map No. 2259, Planned Development Permit No. 196193, and Site Development Permit No. 2260). This included an undeveloped 8.9 acre parcel and an undeveloped 3.72 acre site with recorded conservation/open space easement. Protected open space areas on the site include approximately 6.6 acres of coastal sage scrub, 2.7 acres of southern mixed chaparral, and 0.6 acre of perennial native grassland. New development associated with the proposed project would not encroach on existing adjacent conservation easement.

Table 4.3-1 Vegetation Communities within the Property Boundary

Vegetation Community	Acreage within the Property Boundary (Rounded)	Acreage within the Project Area (Rounded)
Developed	6.18	6.17
Disturbed / Non-Native Vegetation	0.10	0
Coastal Sage Scrub	3.67	0
Coastal Sage Scrub - Disturbed	2.25	0
Disturbed Wetland ⁽¹⁾	0.08	0
Eucalyptus Woodland	0.16	0
Mixed Chaparral	2.18	0
Native Grassland	0.14	0
Non-native Grassland	6.46	5.47
Ornamental Plantings	4.31	0.36
Scrub Oak Chaparral	1.47	0
TOTAL	27.00	12.00

⁽¹⁾ These wetland areas would not necessarily qualify as wetlands or other sensitive resources under the jurisdiction of the regulatory agencies.

Vegetation within the Project Area

Developed

Developed land is the most prevalent community mapped in the project area. Approximately 6.18 acres of developed land is mapped in the project area. This community type occurs as an existing commercial development in the central portion of the project area, including an asphalt parking lot, buildings, and ornamental landscaping (primarily mature pine [*Pinus* spp.] and blue gum [*Eucalyptus globulus*] trees). Areas characterized by developed land provide limited biological function and value.

Non-Native Grassland

Non-native grassland is an herbaceous habitat type dominated by one or several non-native grass species. This designation is applied where non-native broadleaf species account for less than 50 percent of the total vegetative cover. Non-native grasslands typically occur in areas with disturbance and/or a proximity to a nearby seed source resulting in the establishment of extensive and persistently dominant non-native grasses and less dominant broadleaf species. Characteristic grass species include wild oats (*Avena* sp.) and bromes (*Bromus* sp.). Common non-native broadleaf forbs include black mustard (*Brassica nigra*), short-pod mustard (*Hirschfeldia incana*), sweet fennel (*Foeniculum vulgare*), yellow star-thistle (*Centaurea solstitialis*), and other non-native, invasive broadleaf species.



FIGURE 4.3-1
Vegetation Communities

Source: SANDAG, 2015; ESRI, 2015

ATKINS

100028572

Palomar College South Education Center EIR

The non-native grassland within the survey area contains a slight dominance of non-native grasses over broadleaf species. The 5.47 acre undeveloped area that was disturbed/non-native vegetation in the project area in 2012 is now non-native grassland dominated by *Bromus* species and other non-native vegetation including artichoke thistle (*Cynara cardunculus*). This area is in an early coastal sage scrub successional stage and supports small coyote brush (*Baccharis pilularis*) and California buckwheat (*Eriogonum fasciculatum*) shrubs scattered throughout the area and a few small California sagebrush (*Artemisia californica*) (Photo 1 below).



Photo 1. Non-native grassland looking southwest.

A narrow linear area, too small to map, along the edge of the non-native grassland next to the developed area, was dominated by black willows (*Salix gooddingii*), salt cedar (*Tamarix* spp), and other small wetland herbs (Photo 2).

A small manmade basin occurs in the northern portion of the project area near the proposed road. The area was dominated by bare ground and non-native grass. Other species observed included curly dock (*Rumex crispus*), Western ragweed (*Ambrosia psilostachya*), coyote brush, and a few small mule fat (*Baccharis salisifolia*) bushes.

The non-native grassland within the project area provides low quality habitat for commonly occurring wildlife species.

Ornamental Plantings

Ornamental plantings includes areas in which there is evidence of previous removal of natural habitat and planting or recruitment of non-native ornamental plant species. Non-native vegetation and ornamental habitats are typical of landscaped areas and are usually in close proximity to existing developments.



Photo 2. Native willow trees next to the developed area.

Approximately 0.36 acre of ornamental plantings are within the project area. This area is characterized by several non-native sub-tree and shrub species defining an open canopy, with scattered non-native annual herbaceous species in the understory. A few isolative native shrub species occur amongst the non-native understory. Overall, the non-native vegetation and ornamental habitat within the survey area provides limited biological function and value.

Vegetation Adjacent to the Project Area

Disturbed/Non-native Vegetation

A small patch of disturbed/non-native vegetation is mapped in the northern edge of the property adjacent to Rancho Bernardo Road. This area is comprised of disturbed open patches of non-native herbs and other groundcover between the canopy of adjacent scrub and chaparral. Dominant plant species observed include hot tot fig (*Carpobrotus edulis*), ripgut (*Bromus diandrus*), and black mustard. Other notable species include red brome (*Bromus madritensis* ssp. *rubens*), slender wild oats (*Avena barbata*), artichoke thistle, Mexican fan palm (*Washingtonia robusta*), and pine.

The disturbed/non-native vegetation in the project area hosts several non-native invasive plant species and provides limited biological function and value.

Coastal Sage Scrub and Coastal Sage Scrub - Disturbed

Coastal sage scrub is a native scrub-type community that is widespread throughout the lower elevations of southern California. It is classified as a sensitive natural community by the CDFW. Vegetation typically consists of low-growing, drought-deciduous, perennial and evergreen shrubs adapted to xeric sites supported by steep and gentle sloping topography with severely drained soils or clays that release stored soil moisture slowly.

Approximately 5.92 acres of coastal sage scrub occurs in patches around the eastern, western, and southern portions of the project area. These stands are considered to be relatively low in habitat quality due to very low species richness, predominance of non-native plant species, and proximity to existing developments. The stand in the northern portions (northeastern and northwestern) of the project area, although larger than that in the southern, is highly disturbed and sparse. In terms of plant species composition, these patches are fairly homogenous and support a low diversity of plant species. In general, dominant shrub species observed in both stands include California sagebrush, coyote brush, and laurel sumac (*Malosma laurina*). Other shrub species observed in much lower percent cover include sticky monkey flower (*Mimulus aurantiacus*), black sage (*Salvia mellifera*), deerweed (*Acmispon glaber*), and lemonade berry (*Rhus integrifolia*). The northern stand contains a relatively high percent cover of non-native grasses and ruderal forbs, including red brome, ripgut, slender wild oats, and black mustard. Relative to other coastal sage scrub habitat in the local area (e.g., Lake Hodges Cornerstone), the isolated coastal sage scrub in the survey area is highly disturbed and provides limited biological function and value. Due to its isolation, steepness of slopes, vegetation composition, proximity to existing developments, and overall disturbance, the coastal sage scrub in the survey area is generally unsuitable and does not support the constituent elements required by the coastal California gnatcatcher (*Poliophtila californica californica*).

Disturbed Wetland

Approximately 0.08 ~~10~~ acre of disturbed wetland is mapped within the northern portion of the survey area. This habitat was found in association with an existing concrete-lined ditch. Dominant plant species observed include toad rush (*Juncus bufonius*), curly dock, and Italian ryegrass (*Festuca multiflorum*). Overall, the disturbed wetland within the survey area provides low quality habitat and limited biological function and value. No new construction is proposed in the area of this disturbed wetland and no permanent or indirect impacts to the disturbed wetland would occur.

Eucalyptus Woodland

Eucalyptus woodland habitats range from single-species thickets with little or no shrubby understory, to scattered trees over a well-developed herbaceous and shrubby understory. Approximately 0.16 acre of eucalyptus woodland occurs in patches along the eastern, western, and southern boundaries of the survey area. The woodland stand is relatively dense and comprised of similar-age blue gum trees that have evidently occurred in the area for decades (Google Earth 2015). Understory growth is limited to non-native grasses, namely ripgut. Due to disturbance factors, the eucalyptus woodland within the survey area provides relatively low quality habitat and limited biological function and value.

Mixed Chaparral

Mixed chaparral is a broad classification for native chaparral-type communities that are widespread throughout the lower and mid elevations of southern California. These communities are comprised of broad-leaved sclerophyllous shrubs to about 10 feet in height, and are typically associated with north- and east-facing slopes at higher elevations than coastal sage scrub.

Approximately 2.18 acres of mixed chaparral occurs in the survey area. This habitat occurs in two patches in the western portion of the survey area. Similar to the coastal sage scrub in the survey area, the mixed chaparral is considered to be relatively low in habitat quality, primarily due to very low species richness, proximity to existing developments, and regional isolation. The mixed chaparral that occurs in the survey area is strongly dominated by lemonade berry. Other species observed in much lower densities include scrub oak, laurel sumac, and black sage. The mixed chaparral in the survey area provides limited biological function and value.

Native Grassland

Native grassland habitats in San Diego County are dominated by native perennial grasses. The percentage cover of native species at any one time may be quite low, but is considered native grassland if 20 percent aerial cover of native species is present. Approximately 0.14 acre of native grassland occurs in the western portion of the project area.

Non-native Grassland

In addition to the project area, a 0.99 acre non-native grassland occurs in the southern portion of the survey area. The grassland that occurs within the survey area is not directly connected to any larger, more expansive grassland habitat. Dominant species include ripgut, soft chess, and wild oats. Sub-dominants include native and non-native annuals such as filaree (*Erodium bohys*), dove weed (*Croton setiger*), fiddleneck (*Amsinckia menziesii*), Spanish lotus (*Acemison americanus* var. *americanus*), short-pod mustard, prickly lettuce (*Lactuca serriola*), and yellow star thistle. The non-native grassland within the survey area provides low quality habitat and limited biological function and value for commonly occurring wildlife species.

Ornamental Plantings

Approximately 4.31 acres of ornamental plantings are mapped encircling the disturbed and developed portions of the survey area. This area is characterized by several non-native sub-tree and shrub species defining an open canopy, with scattered non-native annual herbaceous species in the understory. A few isolative native shrub species occur amongst the non-native understory. Overall, the non-native vegetation and ornamental habitat within the survey area provides limited biological function and value.

Scrub Oak Chaparral

Approximately 1.47 acres of scrub oak chaparral occurs in the southern portion of the survey area. The area is characteristically dominated by scrub oak and occurs as an isolated stand among surrounding developed and disturbed areas. The scrub oak chaparral within the survey area provides moderate quality habitat, but limited biological function and value for commonly occurring wildlife species.

Wildlife

The project area is disturbed and does not provide extensive high quality habitat for wildlife species. Overall wildlife activity during the general surveys was low. One (1) reptile, thirteen (13) bird, and five (5) mammal species were observed or otherwise detected by call or sign in the project area during the general biological survey. Common species observed or otherwise detected (e.g., call, feathers, scat, tracks) in or flying over the project area during the surveys included common reptiles such as side-blotched lizard (*Uta stansburiana*); common songbirds such as black phoebe (*Sayornis nigricans*), northern mockingbird (*Mimus polyglottos*), house finch (*Carpodacus mexicanus*), lesser goldfinch (*Spinus psaltria*), song sparrow (*Melospiza melodia*), Bullock's oriole (*Icterus bullockii*), Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), and mourning dove (*Zenaida macroura*); and, common mammals such as desert cottontail (*Sylvilagus audubonii*), California ground squirrel (*Otospermophilus beecheyi*), and domestic dog (*Canis familiaris*). In addition, an inactive woodrat (*Neotoma* sp.) nest was observed in the northwestern portions of the survey area (outside of the project site). It is unknown whether or not the woodrat nest was associated with the San Diego desert woodrat (*Neotoma lepida intermedia*), a sensitive species. With the exception of an unconfirmed San Diego desert woodrat nest, no rare, threatened, or endangered species were observed or otherwise detected in the survey area. A complete list of wildlife species observed or otherwise detected in the project area, including which habitat types they were observed in, is provided in Appendix D.

Wildlife Movement

Development in the region has reduced the total available open space for wildlife populations, and in some instances, created isolated "islands" of habitat. In general, wildlife corridors and linkages are smaller constrained areas of habitat that connect larger areas of habitat which are otherwise separated by rugged terrain, changes in vegetation, or urban development.

No known wildlife corridors or linkages occur in the project area. The survey area is constrained on three sides by existing developments and does not support habitat that would contribute substantially to the assembly and function of any local or regional wildlife corridors or linkages. What little habitat remains has been reduced to small, fragmented, and low quality stands, which are disconnected and isolated from better quality habitat in the local and regional area. Animal species that require direct or less-constrained habitat connectivity along their travel routes would be challenged to find access to the habitat in the project area and immediate vicinity.

Jurisdictional Waters and Wetlands

Jurisdictional waters and wetlands generally include those resources regulated by the U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the federal Clean Water Act (CWA); the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA and State Porter-Cologne Water Quality Control Act; and the CDFW pursuant to Sections 1600 *et. seq.* of the CFG Code.

A narrow, concrete-lined drainage ditch transects the north and northwestern portions of the project area. This unnamed drainage feature supports disturbed wetland habitat but does not exhibit an ordinary high water mark (OHWM). ~~Although not confirmed, d~~Downstream flows presumably continue to the north beneath Rancho Bernardo Road and discharge to underground municipal stormwater facilities. Due to the lack of an OHWM, the unnamed drainage feature and associated wetlands would likely not fall under the regulatory jurisdiction of the USACE, RWQCB, and CDFW.

4.3.1.3 Special Status Biological Resources

The following section addresses special-status biological resources observed, reported, or having the potential to occur within the project area. “Special status” species are plant and animal species recognized by federal or State agencies or conservation organizations as having special management needs due to limited distribution, limited numbers, or significant population declines associated with natural or manmade causes. Special-status species include those designated as endangered, threatened, rare, protected, sensitive, or species of special concern according to the USFWS, CDFW, or applicable regional plans, policies, or regulations.

In general, the principal reason an individual taxon (species, subspecies, or variety) is given special status recognition is the documented or perceived decline or limitation of its population size or geographical extent and/or distribution, in most cases resulting from habitat loss. Special-status biological resources also include vegetation types and habitats that are unique, of relatively limited distribution in the region, or of particularly high wildlife value. These resources have been defined by federal, State, and local government conservation programs.

Special-Status Plant Species

Based on a list compiled through the CNDDDB and other sources, 12 special-status plant species have been reported at locations in the vicinity (within approximately two miles) of the survey area (CDFW 2015a, California Native Plant Society [CNPS] 2015, Calflora 2015). None of the 11 special-status plant species have been reported as occupying habitat in the project area and none were observed in the project area during the “spring blooming period” for the region.

The coastal sage scrub present in the survey area is disturbed and contains a high percent cover of non-native grasses and forbs in the understory. The mixed chaparral in the survey area is dense, homogenous, and provides little canopy or understory opportunity for rare endemic plants to become established. The understory of the mixed chaparral consists entirely of non-native herbs, and none of the shrub species observed in the canopy are considered to be sensitive. No special-status plant species would be expected to occur in the project area.

Special-Status Animal Species

Based on a list compiled through the CNDDDB, 22 special-status animal species have been reported at locations in the vicinity (within approximately two miles) of the project area (CDFW 2015a, CDFW 2015b). Two of the special-status animal species, southern mule deer and San Diego jackrabbit, are likely to transit the project area and use the surrounding survey area habitat. San Diego desert woodrat has the potential to occur in the study area. Four bird species have the potential to use the coastal sage scrub and chaparral

habitat in the study area. The Blainville's horned lizard (*Phrynosoma blainvillii*) has the potential to occur in the project area.

Sensitive Natural Communities

Five sensitive natural communities occur outside the proposed project area but within the property boundary: disturbed wetlands, coastal sage scrub, native grasslands, mixed chaparral, and scrub oak chaparral. Jurisdictional wetlands are regulated by the USACE. Wetlands are also regulated by the RWQCB and CDFW. The other communities are considered sensitive by CDFW (CDFW 2015a).

4.3.2 Regulatory Framework

4.3.2.1 Federal

Endangered Species Act

The U.S. Congress passed the federal Endangered Species Act (ESA) in 1973 to provide a means for conserving the ecosystems that endangered and threatened species require in order to prevent species extinctions. The federal ESA has four major components: 1) Section 4, which provides for listing species and designating critical habitat; 2) Section 7, which requires federal agencies, in consultation with the USFWS, to ensure that their actions are not likely to jeopardize the continued existence of species or result in the modification or destruction of critical habitat; 3) Section 9, which prohibits "take" of listed species; and 4) Section 10, which provides for permitting incidental "take" of listed species. Under the federal ESA, the term "take" is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, collect, or attempt to engage in any such conduct." Critical habitat is defined as "the specific areas within the geographic area occupied by a species on which are found those physical and biological features essential to the conservation of the species, and that may require special management considerations or protection; and specific areas outside the geographic area occupied by a species at the time it is listed, upon determination that such areas are essential for the conservation of the species."

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S. Code 703-711) implements an international treaty for the conservation and management of bird species that may migrate through more than one country. The MBTA protects all common wild birds found in the United States except the house sparrow, starling, feral pigeon, and resident game birds such as pheasant, grouse, quail, and wild turkey. Enforced in the United States by the USFWS, the MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in Code of Federal Regulations Title 50, Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations. Disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young) may be considered a "take" and is potentially punishable by fines and/or imprisonment. In 1972, the MBTA was amended to include protection for migratory birds of prey (raptors). Generally, applicants who obtain a federal ESA Section 10(a) permit simultaneously receive a three-year MBTA permit for ESA-listed migratory birds.

Water Pollution Control Act (Clean Water Act)

The federal Water Pollution Control Act, passed by Congress in 1948, authorized the Surgeon General of the Public Health Service to prepare comprehensive programs for eliminating or reducing the pollution of

interstate waters and tributaries and improving the sanitary condition of surface and underground waters. This Act was later amended to become the federal Water Pollution Control Act Amendments of 1972, commonly known as the Clean Water Act (CWA). The CWA was designed to restore and maintain the chemical, physical, and biological integrity of the waters of the United States and gave the USEPA the authority to implement pollution control programs, including setting wastewater standards for industry and water quality standards for contaminants in surface waters. The USEPA has delegated responsibility for implementation of portions of the CWA in California to the State Water Resources Control Board (SWRCB) and the nine RWQCBs, including water quality control planning and control programs.

The CWA also prohibits the discharge of any pollutants from a point source into navigable waters, except as allowed by permits issued under certain sections of the CWA. Specifically, Section 404 authorizes the USACE to issue permits for and regulate the discharge of dredged or fill materials into wetlands or other waters of the United States. Under the CWA and its implementing regulations, waters of the United States are broadly defined as rivers, creeks, streams, and lakes extending to their headwaters, including adjacent wetlands. Furthermore, Section 401 allows states to certify or deny federal permits or licenses that might result in a discharge to state waters, including wetlands. Section 401 certifications are issued by the RWQCB for activities requiring a federal permit or license that may result in the discharge of pollutants into waters of the United States.

4.3.2.2 State

California Fish and Game Code

The California Fish and Game (CFG) Code regulates the taking or possession of birds, mammals, fish, amphibians, and reptiles, as well as natural resources such as wetlands and waters of the State. The CFG Code includes the California ESA (Sections 2050-2115) and Streambed Alteration Agreement regulations (Sections 1600-1616), which are both discussed in more detail below, as well as provisions for legal hunting and fishing, and tribal agreements for activities involving take of native wildlife. The CFG Code also includes protection of birds (Section 3500 et seq.) and the California Native Plant Protection Act of 1977 (Sections 1900-1913), which directed the CDFW to carry out the Legislature's intent to "preserve, protect, and enhance rare and endangered plants in this State."

The California ESA, which is administered by CDFW, is similar in many ways to the federal ESA. The California ESA provides a process for the CDFW to list species as threatened or endangered in response to a citizen petition or by its own initiative (CFG Code Section 2070 et seq.). Section 2080 prohibits the take of species listed as threatened or endangered pursuant to the California ESA. Section 2081 allows the CDFW to authorize take prohibited under Section 2080 provided that: 1) the taking is incidental to an otherwise lawful activity; 2) the taking will be minimized and fully mitigated; 3) the applicant ensures adequate funding for minimization and mitigation; and 4) the authorization will not jeopardize the continued existence of the listed species.

The Streambed Alteration Agreement regulations require any person, state, or local governmental agency to provide advance written notification to the CDFW prior to initiating any activity that would: 1) divert or obstruct the natural flow of, or substantially change or remove material from the bed, channel, or bank of any river, stream, or lake; or 2) result in the disposal or deposition of debris, waste, or other material into any river, stream, or lake (CFG Code Section 1602). The State definition of "rivers, streams, and lakes" includes all rivers or streams that flow at least periodically or permanently through a bed or channel with

banks that support fish or other aquatic life, and watercourses with surface or subsurface flows that support or have supported riparian vegetation.

Natural Community Conservation Planning Act

The Natural Community Conservation Planning (NCCP) Act is designed to conserve natural communities at the ecosystem scale while accommodating compatible land uses. The CDFW is the principal state agency implementing the NCCP program. Sections 2800 et seq. of the CFG Code addresses NCCPs and a Section 2835 permit is issued by the CDFW for all NCCPs. The NCCP Act established a process to allow for comprehensive, regional multi-species planning in a manner that satisfies the requirements of the federal ESA and California ESA (through a companion regional Habitat Conservation Plan). The NCCP program has provided the framework for innovative efforts by the State, local governments, and private interests to plan for the protection of regional biodiversity and the ecosystems upon which it depends. NCCPs seek to ensure the long-term conservation of multiple species, while allowing for compatible and appropriate economic activity to proceed.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (California Water Code, Division 7) provides for statewide coordination of water quality regulations. The Act established the SWRCB as the statewide authority and nine separate RWQCBs to oversee smaller regional areas within the State. The Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the State (including both surface and ground waters), and directs the RWQCBs to develop regional Basin Plans. Section 13170 of the California Water Code also authorizes the SWRCB to adopt water quality control plans on its own initiative. The San Diego Basin Plan (San Diego RWQCB 1994) is designed to preserve and enhance the quality of water resources in the San Diego region for the benefit of present and future generations. The purpose of the plan is to designate beneficial uses of the region's surface and ground waters, designate water quality objectives for the reasonable protection of those uses, and establish an implementation plan to achieve the objectives.

4.3.2.3 Regional

City of San Diego Multiple Species Conservation Plan

The City of San Diego participates in the Multiple Species Conservation Plan (MSCP), which is a comprehensive, long-term habitat conservation plan that addresses the needs of multiple species and the preservation of natural vegetation communities in the southwestern San Diego County. The MSCP addresses the potential impacts of urban growth, natural habitat loss and species endangerment and creates a plan to mitigate for the potential loss of Covered Species and their habitat due to the direct impact of future development of both public and private lands within the MSCP area. The total study area encompasses twelve jurisdictions and consists of 582,243 acres. The MSCP is a subregional plan under the Natural Communities Conservation Program, which is implemented through local subarea plans. The City of San Diego has completed the planning effort to identify core biological resource areas targeted for conservation and has entered into an agreement with federal and state wildlife agencies to ensure implementation of the resource conservation plan and habitat preserve.

City of San Diego Subarea Plan

The City of San Diego MSCP Subarea Plan encompasses 206,124 acres within the MSCP Subregion. The subarea is characterized by urban land uses with approximately three-quarters either built out or retained as open space/park system. Within this area, the City has delineated a 56,831 acre and includes

approximately 47,910 acres within City jurisdiction, and additional City-owned lands (8,921 acres) in the unincorporated areas around San Vicente Reservoir, Otay Lakes, and Marron Valley.

The Lake Hodges Segment (LHS) of the MSCP Subarea Plan is located in west-central San Diego County, west of Interstate 15, north of the City of San Diego, and east of Rancho Santa Fe. The LHS covers approximately 8,874 acres, with the majority of the land currently vacant and approximately 512 acres of agricultural uses and a few scattered homes (County of San Diego, 1997). The take areas currently covered by the LHS apply only to areas in which property owners have completed negotiations with the Wildlife Agencies and the County. The LHS is traversed by the Del Dios Highway as well as by dirt roads, utility lines, including electrical and water, and the San Dieguito River. It should be anticipated that the acreage of various habitat types, and the dependent species, will vary over time due to natural secession, recovery from fire, and other natural causes; this natural variation is accommodated in the design of the preserve. The LHS is approximately 1.5 miles north of the project area.

4.3.3 Impacts and Mitigation

4.3.3.1 Issue 1 – Special Status Species

Would the proposed 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 regulated by the CDFW and USFWS?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project would have a significant impact if it would 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 regulated by the CDFW and USFWS. Appendix D of this EIR identifies sensitive plants and animals known from the vicinity of the proposed campus that have a low potential to occur within the property. Because impacts to these species are unlikely, they are considered less than significant and are not addressed in this section.

Impact Analysis

Special-Status Plant Species

As discussed in Section 4.3.1.3 Special Status Biological Resources, no special-status plant species were determined to have a high potential to occur in the project area. Additionally, no special-status plant species were observed in the project area during the general biological survey in June or October 2012 or May 2015. The project would result in direct impacts to existing non-native habitat that is highly disturbed and generally unsuitable for special-status plant species. Given the small area proposed to be impacted, marginal quality of the habitat, and the fact that no special-status plant species were observed during surveys in June or October 2012 or May 2015, no special-status plant species would be expected to occur in the proposed permanent and temporary impact areas. Therefore, impacts to special-status plant species would be less than significant. No mitigation is required.

Special-Status Animal Species

As discussed in Section 4.3.1.3 Special Status Biological Resources, eight special-status animal species have moderate to high potential to occur within the project area or in the adjacent habitat within the study area. The woodrat nest that was observed in the northwestern portions of the survey area occurs outside of the proposed project area.

The project would result in very limited direct impacts to existing habitat that is highly disturbed and generally unsuitable for most special-status animal species. The habitat in the proposed impact areas occurs in land that has been previously disturbed and/or is planted with ornamental species. The limited amount of habitat that occurs in the proposed impact areas is separated from MSCP Preserve land by Rancho Bernardo Road. Adjacent habitat in the survey area is also disturbed, surrounded by existing developments, locally and regionally isolated, and relatively small in size. Therefore, no special-status animal species would be expected to permanently reside in the proposed permanent impact areas. The special-status species that are likely to use the project area to forage to transit are likely to also use the larger surrounding habitat. Consequently, the proposed project is not anticipated to result in any significant impacts to special-status animal species and no mitigation is required.

Nesting Birds

The project area and immediate vicinity contain trees, shrubs, and man-made structures (e.g., buildings) that provide suitable nesting habitat for common (non-sensitive) birds, including raptors, protected under the MBTA and CFG Code. Construction of the proposed project could result in the removal or trimming of trees and shrubs during the bird nesting season of March 15 through September 15), and therefore, could result in impacts to nesting birds in violation of the MBTA and CFG Code. Direct impacts could occur as a result of removal of vegetation supporting an active nest. Indirect impacts could occur as a result of construction noise and vibration in the immediate vicinity of an active nest, such that the disturbance results in a nest failure. These impacts would be considered significant in violation of the MBTA and CFG Code. Implementation of Mitigation Measure Bio-1 would require that PCCD perform pre-construction surveys and implement avoidance measures to prevent construction-related impacts to nesting birds in violation of the MBTA and CFG Code. Therefore with implementation of Mitigation Measure Bio-1, impacts to nesting birds would be less than significant.

Mitigation Measures

Implementation of Mitigation Measure Bio-1 would prevent impacts to nesting birds in violation of the MBTA and CDG Code.

Bio-1 Pre-Construction Nesting Bird Surveys. Vegetation should not be removed from the project site between ~~March 15~~January 1 and September 15 to avoid impacts to nesting birds. If project construction cannot be avoided during the period of ~~March 15~~January 1 through September 15, a qualified biologist would survey all potential nesting vegetation on and within 300 feet of the project site for nesting birds, prior to commencing project activities (including construction and/or site preparation). Surveys shall be conducted once a day for two days at the appropriate time of day during the breeding season, and surveys shall be performed no more than three days prior to vegetation removal and/or disturbance. If no nesting birds are observed, project activities may begin without further mitigation. If an active bird nest is located, the nest site shall be fenced with an exclusion zone of a minimum of 200 feet (500 feet for raptors) in all directions (as feasible

considering site boundaries) and this area shall not be disturbed until after September 15 or until the nest becomes inactive.

4.3.3.2 Issue 2 – Sensitive Natural Communities

Would the proposed project have a substantial adverse effect on sensitive natural communities?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project would have a significant impact if it would have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or regulated by the CDFW and USFWS.

Impact Analysis

The proposed project could result in indirect impacts to disturbed wetlands, as identified by CDFW. The project's impacts to sensitive natural communities are summarized below.

All of the proposed impacts would occur to non-native grasslands and landscaped areas. The habitat proposed to be impacted is of very low quality and biological function and value. No sensitive natural communities occur within the project area.

In addition, project construction would occur adjacent to sensitive natural communities and habitats. Adverse indirect impacts to sensitive natural communities and habitats located immediately adjacent to the project site would be considered significant. No indirect impacts resulting from storm water runoff from the construction site are expected. However, construction activities could result in adverse indirect impacts to adjacent sensitive natural communities and habitats pertaining to water quality (e.g., fluid leaks from construction vehicles, concrete spoils and other hazardous construction materials). Construction vehicles and materials could result in the inadvertent placement of contaminants into the soil in the project site and upstream of sensitive natural communities and habitats. Contaminants could enter into the stream course during the onset of rains or the operation of the new storm drains upon completion of the project.

Implementation of Mitigation Measures Bio-2 and Bio-3 would require that PCCD implement avoidance and protection measures during construction. Therefore with implementation of Mitigation Measure Bio-2 and Bio-3, impacts to sensitive natural communities would be less than significant.

Mitigation Measures

Implementation of Mitigation Measure Bio-2 would prevent additional direct impacts to habitat located adjacent to the construction site, and would also reduce potential indirect impacts pertaining to spread of silt from the construction zone. Implementation of Mitigation Measure Bio-3 would reduce potential indirect impacts pertaining to the spill of contaminants in the construction zone.

Bio-2 Construction Fencing and Best Management Practices. Prior to vegetation clearing, grading, and/or construction activities, the PCCD will retain a qualified biologist to oversee installation of appropriate fencing to delineate the limits of construction and the approved construction staging areas. Temporary fencing (with silt barriers) will be installed at the limits of project

impacts (including construction staging areas and access routes, as feasible) to prevent additional sensitive habitat impacts and to prevent the spread of silt from the construction zone into adjacent habitats to be avoided. Fencing will be installed in a manner that does not impact habitats to be avoided. The temporary construction fencing will be removed by PCCD upon project completion.

Also, standard construction Best Management Practices shall be implemented on site, including but not limited to: observation of a reduced 20-mile per hour speed limit in all project areas; limiting outdoor construction activities to day-time only (no additional lighting required); placing trash in closed containers; prohibiting firearms on site; prohibiting pets on site; and ensuring construction noise shall not significantly exceed the existing ambient noise level.

Bio-3 Construction Staging and Equipment Maintenance. The PCCD shall ensure fueling of equipment occurs solely in designated fueling zones or off site. All equipment used in the approved construction limits will be maintained to minimize and control fluid and grease leaks. Provisions to contain and clean up unintentional leaks/spills of construction materials (e.g., concrete), and fuel, oil, fluid and grease shall be in place prior to construction.

4.3.3.3 Issue 3 – Wetlands

Would the proposed project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc) through direct removal, filling, hydrological interruption, or other means?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project would have a significant impact if it would have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Impact Analysis

In the context of this assessment, jurisdictional waters and wetlands generally include those resources regulated by the USACE pursuant to Section 404 of the federal Clean Water Act (CWA); the RWQCB pursuant to Section 401 of the CWA and State Porter-Cologne Water Quality Control Act; and the California Department of Fish and Wildlife (CDFW) pursuant to Sections 1600 *et. seq.* of the California Fish and Game Code.

A narrow, concrete-lined drainage ditch transects the north and northwestern portions of the project area. This unnamed drainage feature supports disturbed wetland habitat but does not exhibit an ordinary high water mark (OHWM). Although not confirmed, downstream flows presumably continue to the north beneath Rancho Bernardo Road and discharge to underground municipal stormwater facilities. Due to the lack of an OHWM, the unnamed drainage feature and associated wetlands would likely not fall under the regulatory jurisdiction of the USACE, RWQCB, and CDFW.

The proposed project is not likely to result in minor indirect impacts to disturbed wetlands, as identified by CDFW. No permanent impacts would occur. The disturbed wetlands that occur in the impact areas are

depicted in Figure 4.3-1 Vegetation Communities. Overall, the disturbed wetland within the project area provides low quality habitat and limited biological function and value (Appendix D).

No potential jurisdictional waters and wetlands, including federally protected wetlands as defined by Section 404 of the CWA, were determined to occur within the proposed project impact area.

The proposed project was determined to not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, there are no impacts to federally protected wetlands. No mitigation would be required.

Mitigation Measures

Implementation of the proposed project would not have substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA through direct removal, filling, hydrological interruption, or other means; therefore no mitigation is required.

4.3.3.4 Issue 4 – Wildlife Corridors and Nursery Sites

Would the proposed project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project would have a significant impact if it would have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

Impact Analysis

Development in the region has reduced the total available open space for wildlife populations, and in some instances, created isolated "islands" of habitat. In general, wildlife corridors and linkages are smaller constrained areas of habitat that connect larger areas of habitat which are otherwise separated by rugged terrain, changes in vegetation, or urban development. This allows for an exchange of gene pool between wildlife populations, which increases the genetic viability of otherwise isolated populations. Wildlife corridors are especially important for species with large habitat ranges or seasonal migrations. A corridor is a specific route that is used for the movement and migration of species, and may be different from a linkage in that it represents a smaller or narrower avenue for movement. A linkage is an area of land that supports or contributes to the long-term movement of wildlife and genetic exchange by providing live-in habitat that connects to other habitat areas. Many linkages occur as stepping-stone linkages that are comprised of fragmented archipelago arrangement of habitat over a linear distance. Corridors and linkages will be comprised of land features which accommodate the movement of all sizes of wildlife, including large animals on a regional scale. Their contributing areas will support adequate vegetation cover, providing visual continuity and long lines of sight, so as to encourage the use of the corridor by all types of wildlife. In San Diego County, important corridors/linkages have been identified on the local and regional scale, particularly in establishing a connection between the northern and southern regional populations of the federally threatened coastal California gnatcatcher.

No known wildlife corridors or linkages occur on the project area. The project area is constrained on three sides by existing developments and does not support habitat that would contribute substantially to the assembly and function of any local or regional wildlife corridors or linkages. What little habitat remains has been reduced to small, fragmented, and low quality stands, which are disconnected and isolated from better quality habitat in the local and regional area. Animal species that require direct or less-constrained habitat connectivity along their travel routes would be challenged to find access to the habitat in the project area and immediate vicinity. Although the general habitat in the immediate vicinity of the project area could be used as potential stepping-stone habitat for certain migratory and resident birds, for example, the habitat in the project area itself is highly disturbed, and most of it does not provide adequate cover or resources. Therefore, the project area does not support habitat that would contribute substantially to the assembly and function of any local or regional wildlife corridors or linkages.

The project site is approximately 1.5 miles south of the Lake Hodges Segment of the City's MSCP Subarea Plan Preserve Area, and approximately 0.25 mile east of an area designated as MSCP Preserve Land. The Preserve Area protects a major portion of the Hodges Reservoir-San Pasqual Valley Core Area identified in the Draft MSCP, as well as providing the vital regional linkage to the northwest to the Carlsbad/La Costa region. This is the primary connection between these two regions for the California gnatcatcher (City of San Diego, 1997). The proposed improvements, including construction would not impact habitat within the Preserve Area, nor would it affect its ability to serve as a wildlife corridor. Therefore, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP, or impede the use of native wildlife nursery sites. Impacts would be less than significant and no mitigation is required.

Mitigation Measures

Implementation of the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors, or impede the use of native wildlife nursery sites; therefore, no mitigation is required.

4.3.4 Cumulative Impacts

Mitigation measures would be implemented during project construction to avoid and/or minimize impacts to sensitive biological resources.

The cumulative impacts to biological resources associated with implementation of the proposed project, in conjunction with those of other projects within the City Subarea planning area, would not be cumulatively considerable. Therefore, implementation of the proposed project would not result in a cumulatively considerable contribution to a significant cumulative impact to sensitive species, natural communities, wetlands, and corridors.

4.3.5 CEQA Checklist Items Deemed Not Applicable to the Project

Would the proposed PCCD South Education Center conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As discussed in Section 4.3.3.2, Issue 2 Sensitive Natural Communities, Implementation of Mitigation Measures Bio-1 through Bio-3 would require that avoidance and protection measures be implemented during construction. With the implementation of Mitigation Measures Bio-1 through Bio-3, the proposed PCCD South Education Center would not conflict with any local policies or ordinances protecting biological resources. Therefore, impacts would be less than significant.

Would the proposed PCCD South Education Center conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The proposed PCCD South Education Center is not within the boundaries of the City of San Diego MSCP Subarea Plan. However, it is adjacent to an area designated as the Lake Hodges Preserve Area for the City's MSCP Subarea Plan (see Figure 2 in the Biological Resources General Survey Report – Appendix D). Additionally, the project site is adjacent to an area designated as the Lake Hodges Preserve Area for the City's MSCP Subarea Plan.

The proposed project is not expected to result in any impacts to special-status species, including MSCP covered species and narrow endemic species. The project would not result in impacts to any wildlife corridors or linkages, including lands identified in the City's MSCP Subarea Plan as important habitat linkages or other areas of local or regional wildlife movement importance. The project would not prevent the City from attaining the conservation goals and objectives of the City's MSCP Subarea Plan area. Therefore, no impacts would occur.

4.3.6 References

- Atkins. 2016. Palomar Community College District South Education Center Project Biological Resources General Survey Report. March. (Appendix D of this EIR.)
- Calflora 2015. Calflora Plant Observation Library. Data provided by the participants of Calflora. Accessed June 16, 2015 at <http://www.calflora.org/cgi-bin/occform.cgi>
- California Department of Fish and Wildlife (CDFW). 2015a. State and Federally Listed Endangered, Threatened, and Rare Plants of California. California Natural Diversity Database. Sacramento, California. RareFind. May 2015 data.
- California Department of Fish and Wildlife (CDFW). 2015b. Special Animals. California Department of Fish and Wildlife, California Natural Diversity Database. Sacramento, California. March. Accessed April 27, 2015 at <http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/SPAnimals.pdf>
- California Native Plant Society (CNPS). 2015. Rare Plant Inventory online. Accessed June 16, 2015 at <http://cnps.site.aplus.net/cgi-bin/inv/inventory.cgi>.

City of San Diego. 1997. Final City of San Diego MSCP Subarea Plan. March 1997. Available at <http://www.sandiego.gov/planning/programs/mscp/pdf/subareafullversion.pdf>

County of San Diego. 1997. County of San Diego Subarea Plan: Multiple Species Conservation Program. October 22, 1997.

Google Earth 2015. Google Earth 5.0. Available at <http://earth.google.com/>

San Diego Regional Water Quality Control Board (RWQCB). 1994. Water Quality Control Plan for the San Diego Basin (9). September 8, 1994.

4.4 Greenhouse Gas Emissions

This section describes the existing conditions with respect to greenhouse gas (GHG) emissions; the potential environmental effects (direct, indirect, and/or cumulative) related to the direct and indirect generation of GHGs and applicable GHG emissions reduction plans, policies, and regulations, resulting from implementation of the proposed project; and mitigation measures, if required, to reduce or avoid potentially significant impacts.

4.4.1 Existing Conditions

4.4.1.1 Global Climate Change Overview

Global climate change is an alteration in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. The earth's climate is in a state of constant flux with periodic warming and cooling cycles. For most of the earth's geologic history, these periods of warming and cooling have been the result of many complicated, interacting natural factors such as volcanic eruptions, changes in the earth's orbit, and the amount of energy released from the sun. However, since the beginning of the Industrial Revolution around 1750, the average temperature of the earth has been increasing at a rate that is faster than can be explained by natural climate cycles alone. With the Industrial Revolution came an increase in the combustion of carbon-based fuels such as wood, coal, oil, natural gas, and biomass. Industrial processes have also created emissions of substances that are not found in nature. These emissions, in turn, have led to a marked increase in the accumulation of gases in the atmosphere that have been shown to influence the earth's climate. These gases, termed GHGs, influence the amount of heat that is trapped in the earth's atmosphere, analogous to the way a greenhouse retains heat. Because recently observed increased concentrations of GHGs in the atmosphere are related to increased emissions resulting from human activity, the current cycle of "global warming" is generally believed to be largely due to human activity.

4.4.1.2 Greenhouse Gases

California Health and Safety Code Section 38505(g) defines GHGs to include the following compounds: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃). Carbon dioxide, followed by methane and nitrous oxide, are the most common GHGs that result from human activity, and are the GHGs of primary concern in this analysis. Descriptions of these compounds and their sources are provided below. Fluorinated gases (hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride) are synthetic, powerful GHGs that are emitted from a variety of industrial processes, and are not of primary concern in this analysis.

Individual GHGs have varying atmospheric lifetimes and heat-trapping properties. The atmospheric lifetime of a GHG is the average time the molecule stays stable in the atmosphere. Most GHGs have long atmospheric lifetimes, staying in the atmosphere for hundreds or thousands of years. The potential of a gas to trap heat in the atmosphere is measured by its global warming potential. The global warming potential is defined as the cumulative radiative forcing effect of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas. Table 4.4-1 identifies the atmospheric lifetimes and global warming potentials of the GHGs of primary concern in this analysis. The

reference gas for global warming potential is carbon dioxide. The carbon dioxide equivalent (CO₂e) methodology normalizes various GHG emissions to a consistent measure to allow for direct comparison. For example, methane has a global warming potential of 25 and nitrous oxide has a global warming potential of 298 (i.e., methane is 25 times more potent than carbon dioxide and nitrous oxide is 298 times more potent than carbon dioxide); therefore, one metric ton (MT) of methane is equal to 25 MT CO₂e; additionally one MT of nitrous oxide is equal to 298 MT of CO₂e.

Table 4.4-1 Atmospheric Lifetimes and Global Warming Potentials

GHG	Formula	Atmospheric Lifetime (Years)	100-Year Global Warming Potential
Carbon Dioxide	CO ₂	50-200	1
Methane	CH ₄	12	25
Nitrous Oxide	N ₂ O	114	298

Source: USEPA 2015

Carbon Dioxide

Carbon dioxide is the primary greenhouse gas emitted through human activities. Carbon dioxide enters the atmosphere through the burning of fossil fuels, solid waste, trees and wood products, and as a result of other chemical reactions such as the manufacturing of cement. Globally, the largest source of carbon dioxide emissions is the combustion of fossil fuels in power plants, automobiles, industrial facilities, and other similar sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and petroleum-based products also produce carbon dioxide emissions. Carbon dioxide is removed from the atmosphere (or “sequestered”) as part of the biological carbon cycle. Billions of tons of atmospheric carbon dioxide are sequestered by oceans and growing plants (also known as “sinks”) and are emitted back into the atmosphere annually through respiration, decay, and combustion (also known as “sources”). When in balance, the total carbon dioxide sinks and sources from the entire carbon cycle are roughly equal. However, since the Industrial Revolution, human activities such as the burning of fossil fuels and deforestation have increased carbon dioxide concentrations in the atmosphere.

Methane

Methane is emitted from a variety of human-related and natural sources. Human-related sources of methane include fossil fuel production and transport, animal husbandry, rice cultivation, biomass burning, and waste management (i.e., decay of organic waste in landfills). Natural sources of methane include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. Methane emission levels from a source can vary significantly from one country or region to another, depending on many factors such as climate, industrial and agricultural production characteristics, energy types and usage, and waste management practices. For example, temperature and moisture have a significant effect on the anaerobic digestion process, which is one of the key biological processes that cause methane emissions in both human-related and natural sources. Also, the implementation of technologies to capture and utilize methane from sources such as landfills, coal mines, and manure management systems affects the emission levels from these sources. It is estimated that 60 percent of global methane emissions are related to human activities (USEPA 2015).

Nitrous Oxide

Nitrous oxide is emitted from a variety of human-related and natural sources. Human-related sources of nitrous oxide include agricultural soil management, animal manure management, sewage treatment, combustion of fossil fuel and solid waste, adipic (fatty) acid production, and nitric acid production. Nitrous oxide is also produced naturally through sources associated with the biological nitrogen cycle, particularly microbial action in wet tropical forests. Nitrous oxide emission levels from a source can vary significantly from one country or region to another, depending on many factors such as industrial and agricultural production characteristics, combustion technologies, waste management practices, and climate. For example, heavy utilization of synthetic nitrogen fertilizers in crop production typically results in significantly more nitrous oxide emissions from agricultural soils than that occurring from less intensive, low-tillage techniques. Also, the presence or absence of control devices on combustion sources, such as catalytic converters on automobiles, can have a significant effect on the level of nitrous oxide emissions from these types of sources. It is estimated that 40 percent of global nitrous oxide emissions are related to human activities (USEPA 2015).

4.4.1.3 GHG Emissions Inventories

In an effort to evaluate and reduce the potential adverse impacts of global climate change, GHG inventories have been compiled to estimate the level of emissions and removals. The global, national, statewide, and citywide inventories are summarized below.

Global

Worldwide anthropogenic GHG emissions in 2010 were approximately 49,000 million MT of CO₂e, including ongoing emissions from industrial and agricultural sources and emissions from land use changes such as deforestation and biomass decay (Intergovernmental Panel on Climate Change 2014). Carbon dioxide emissions from fossil fuels and industrial processes accounted for 65 percent of the total GHG emissions, while carbon dioxide emissions from all sources accounted for 77 percent of the total GHG emissions. Methane emissions accounted for 16 percent of the total GHG emissions. Nitrous oxide emissions accounted for 6.2 percent of total GHG emissions.

The Global Carbon Project releases an annual update of the global carbon budget and trends. According to the Carbon Budget and Trends 2014 update (Global Carbon Project 2014), the atmospheric carbon dioxide concentration in 2013 was 395 parts per million (ppm), 43 percent above the concentration at the start of the Industrial Revolution (about 277 ppm in 1750). The present concentration is the highest during the last 800,000 years. The annual growth rate of atmospheric carbon dioxide was 2.53 ± 0.09 ppm in 2013, significantly above the average growth rate of the past 10 years (2004-2013). For comparison, the average growth rate was 1.5 ± 0.1 ppm for the decade 1990-1999, and was 1.6 ± 0.1 ppm for the decade 1980-1989.

United States

The USEPA's Inventory of U.S. GHG Emissions and Sinks provides a comprehensive emissions inventory of the nation's primary anthropogenic sources and sinks of GHGs back to 1990. According to the 1990-2012 Inventory (USEPA 2014), U.S. GHG emissions totaled 6,525.6 million MT CO₂e in 2012, which represents a 4.7 percent increase from 1990 levels. From 2011 to 2012, GHG emissions decreased by 3.4 percent. This decrease was due to a decrease in the carbon intensity of fuels consumed by power producers to generate electricity due to a decrease in the price of natural gas, a decrease in transportation sector emissions

attributed to a small increase in fuel efficiency across different transportation modes and limited new demand for passenger transportation, and much warmer winter conditions resulting in a decreased demand for heating fuel in residential and commercial sectors.

State of California

The State of California is a substantial contributor of GHG emissions, with the second largest GHG emissions in the U.S. and the 14th largest carbon dioxide emissions in the world. According to the 2000-2012 California GHG Emissions Inventory (CARB 2014), total California GHG emissions were 459 million MT CO₂e in 2012, which represents a 6.1 percent increase from 1990 levels. From 2011 to 2012, GHG emissions increased by 1.7 percent. Table 4.4-2 summarizes California GHG emissions by economic sectors. As shown in Table 4.4-2, the transportation sector was the largest contributor to California GHG emissions, followed by the industrial sector and electricity generation from both in-state and imported sources.

Table 4.4-2 State of California GHG Emissions by Economic Sector (2012)

Economic Sector	GHG Emissions (million MT CO₂e)	Percent of Total GHG Emissions
Agriculture and Forestry	37.86	8
Commercial	22.02	5
Electricity Generation (imports)	44.15	10
Electricity Generation (in-state)	51.18	11
Industrial	100.67	22
Residential	31.59	7
Transportation	171.01	37
Unspecified ⁽¹⁾	0.21	<1
Total GHG Emissions⁽²⁾	458.68	100

⁽¹⁾ Unspecified includes emissions from evaporative losses and ozone-depleting substances substitute use, which could not be attributed to an individual sector.

⁽²⁾ Sum of above values may not exactly equal the totals due to rounding.

Source: CARB 2014

City of San Diego

The project site is located within the City of San Diego, and the area of influence of the 2015 City of San Diego Climate Action Plan (CAP); as such, the project site is included in the CAP's baseline inventory of communitywide GHG emissions. According to the CAP, the City of San Diego's GHG emissions were approximately 13 million MT CO₂e in the baseline year 2010. Table 4.4-3 summarizes City of San Diego GHG emissions by category. As shown in Table 4.4-3, transportation was the largest contributor to City of San Diego GHG emissions, followed by electricity and natural gas.

Table 4.4-3 City of San Diego GHG Emissions by Category (2010)

Category	Percent of Total GHG Emissions
Transportation	55
Electricity	24
Natural Gas	16
Solid Waste and Wastewater	3
Civil Aviation	6
Water-Borne Navigation	<1
Off-Road Equipment and Vehicles	4
Rail	1
Waste	2
Other Fuels (Propane, Kerosene, Wood, etc.)/Other	4
Agriculture/Forestry/Land Use	1
Total GHG Emissions⁽¹⁾	100

Source: City of San Diego 2015a

4.4.1.4 Regional Adverse Effects of Climate Change

The San Diego Foundation Regional Focus 2050 Study (The San Diego Foundation 2008) explored what the San Diego region would be like in the year 2050 if current trends continue. The range of impacts presented in this study are based on projections of climate change using three climate models and two emissions scenarios drawn from those used by the Intergovernmental Panel on Climate Change. The study addresses potential regional adverse effects related to climate, sea-level rise, water supplies and demand, wildfires, biodiversity and natural ecosystems, public health, and energy demand, which are summarized below.

Climate

In 2050, if current trends continue, San Diego's climate would be hotter and drier. All six climate model simulations project warming across the San Diego region by year 2050, ranging from about 1.5°F to 4.5°F on average, with variation by season and geographic distribution through the region. While temperature increase in coastal areas will be slightly tempered by the Pacific Ocean, inland areas will be as much as 2°F warmer in comparison. These inland areas are also where the population will be growing most rapidly. There will also be greater warming in summer than in winter, with 0.7°F to 2°F additional warming in the summer months.

Heat waves will increase in frequency, magnitude, and duration. For instance, the number of days over 97.3°F in the Miramar area is projected to increase six-fold by year 2050. Extreme warm temperatures in the San Diego region today mostly occur in July and August, but as climate warming takes hold, the occurrences of these events will likely begin earlier and continue later into the year.

The impact of climate change on precipitation is not entirely clear at this time. Analysis indicates that while San Diego will retain its strong Mediterranean climate with relatively wetter winters and dry summers, projections of future precipitation have mixed results. One important aspect of all model

projections, however, is that the high degree of variability of annual precipitation will prevail, suggesting the region will continue to be highly vulnerable to drought.

Sea-Level Rise

Sea level rise, averaged globally over the 20th century, has been about seven inches. By year 2050, another 12 to 18 inches of sea level rise is expected for the San Diego region. This will result in serious flooding in low-lying areas with permanent loss of current sandy beach and increasingly frequent intrusion into near-shore streets, recreational areas, ecosystems and wetlands. There will be an increased incidence of extreme high sea level events which occur during high tides. As the decades proceed, these events will tend to persist longer, likely causing greater coastal erosion and related damage. Serious economic and environmental consequences can be expected, though studies have not yet fully quantified the regional impact.

Water Supplies and Demand

Climate change will negatively impact the availability of both imported and local water supplies, while population and economic growth will drive up water demand. If current trends continue, by year 2050, regional water demand is projected to increase 37 percent above recent levels. Notably, by year 2050, residential demands will comprise 66 percent of the total regional water consumption. This illustrates the continued importance of modifying individual consumer behavior, especially the heavy use of water for residential landscaping, in order to reduce the pressures on regional water supplies.

Regional water demands will continue to be met primarily by importing water, with imports from the Sacramento Delta and the Colorado River comprising about 80 percent of total supplies in year 2050. Climate change threatens the reliability of both of these sources, however. Significant reductions in Colorado River flows are expected, with projections ranging anywhere from six to 45 percent declines. Freshwater available to San Diego from the Sacramento River Delta will be less certain by year 2050 due to Sierra snowpack reductions of at least 25 percent, as well as the need for authorities to manage the fragile balance between the delta's ecosystem health, water quality, and water demands from the burgeoning statewide population.

Managing and acquiring adequate water resources for the San Diego region will continue to be a complex and increasingly difficult challenge in the upcoming decades. Local supplies of water will play an important role in sustaining demand, but are projected to reach foreseeable limits by year 2015 unless less-traditional methods, such as water recycling or desalination, are employed. There is much reason for concern that even with creative and innovative arrangements among competing water interests with concerted conservation measures, and with enhancement of identified supply sources, that the combined effects of regional growth, water use practices, and climate change will expose the region to greater risk or water shortfalls even before year 2050.

Wildfires

San Diego County already has among the worst fire conditions in the country, and will likely worsen with climate change. Historically, wildfire frequency has increased in direct proportion with population growth, portending a hazardous trajectory of the future fire regime given the expected human growth by year 2050. Different climate change models yield somewhat different predictions about the frequency, timing, and severity of future Santa Ana wind conditions, leading to uncertainty regarding how future San Diego regional fire regimes may differ due to climate change. Preliminary research by the California Climate

Change Center suggests that such wind conditions may increase earlier in the fire season, and continue later into the year. Furthermore, the spread of invasive species that are more fire-prone, coupled with more frequent and prolonged periods of drought, would also increase the risk of fires.

While fire is a key ecological process regionally, and our native species are well-adapted to the long-term natural fire regime, the changes may be faster than many species can adapt to. Research has shown that of the eight megafires (fires affecting more than approximately 123,550 acres) recorded for the region, half have occurred in the past five years. The implications to San Diego of an increase in fires go beyond impacts on biodiversity and ecosystems, however, and represent risks to public safety, human health, the built environment, air quality, and water quality.

Biodiversity and Natural Ecosystems

As a global biodiversity hotspot, the biological richness of the San Diego region is difficult to overstate, and is already under stress from population growth and habitat fragmentation through land use changes. A changing climate will add to the stress on ecological systems in ways that may create feedback cycles with significant and cascading consequences. Plant and animal species will each differ in their sensitivity to a changing climate, but the fact that they depend on each other increases the overall effects. Additionally, with climate change, the “climatic envelopes” where species need to make their habitat will move due to increasing temperatures and more frequent fires. Their likelihood of surviving such a shift may be limited through the speed at which they are forced to do so, as well as the increasing conversion of land for human use, habitat degradation by non-native grasses, unsuitable soils, or other physical limitations.

Forest ecosystems will be substantially affected by temperature rise and indirect climate change affects in California. Extended drought can stress individual trees, increase their susceptibility to insect attack and result in widespread forest decline. Stressed trees have less resistance to insects, such as bark beetles that girdle and kill the trees. More indirectly, warmer winter temperatures projected regionally can increase such insect survival and populations.

Coastal ecosystems are particularly vulnerable to the combination of climate change and population growth. Intertidal and subtidal habitats along San Diego’s coastline contain a large diversity of marine algae, invertebrates and fish. Sea level rise and ocean acidification, coupled with more intense storms may wipe out certain habitats altogether. Predicting which species will persist or not, and how changes in species composition and abundance may affect local productivity and fisheries remains a complex challenge.

Public Health

Climate change effects on human health will be both direct, with temperature and extreme weather-related illness and death; as well as indirect, with air pollution-related harm, wildfire injuries and deaths, and vector-, rodent-, and water-borne disease. The aging population in San Diego will likely face more mortality events associated with such extreme heat events and the increase in temperature due to climate change. Notably, heat waves in California have claimed more lives over the past 15 years than all other declared disaster events combined, indicating the level of vulnerability in San Diego due to such projected increases.

Already, Californians experience the worst air quality in the nation. San Diego County is currently out of compliance with the federal ozone standard, and the USEPA has projected that this will still be the case by year 2020, despite current regulatory efforts. High ozone levels have been definitively associated with adverse human health effects, including exacerbation of asthma and other respiratory diseases, cardiac effects, and mortality. The number of hot, sunny days that are conducive to ground-level ozone formation is likely to rise due to climate change by year 2050.

The incidence and spread of a number of infectious diseases can be affected by climate change. By year 2050, the potential for waterborne diseases will increase in San Diego County as population increases, water becomes scarcer, and the ecosystems which provide natural purification services decline and become more stressed. In coastal waters, conditions are likely to favor more frequent “red tides” or harmful algal blooms, which could interact with increased incidence of pathogens from runoff and sewage outfalls, resulting in increased health risk. Additionally, climate change in San Diego County could increase the risk of certain vector-borne diseases while decreasing the risk of others.

Energy Demand

Coupling projected growth in the population and economy, total electricity demand by year 2050 is projected to increase by approximately 60 percent, and peak loads by 70 percent. Climate change accounts for approximately two percent of the expected rise in electricity consumption by year 2050, and up to seven percent of the increase in peak demand. Additional peak demand will be primarily due to the need for more cooling in the summer, especially in inland areas where both regional population growth and temperature increases will be highest. Additionally, the possible implementation of seawater desalination to diversify water supplies is likely to boost overall electricity use in the region by one to 1.5 percent by year 2030.

Climate change will have also an impact on system reliability unless adequate planning and investments are made, and consumers modify their consumption patterns. Peak demand will be even more challenging to deal with due to higher frequency of heat waves. Summertime, when demand is highest, is also the time when electric utility operating efficiency is lower and line losses increase, both due to temperature effects.

4.4.2 Regulatory Framework

4.4.2.1 Federal

Climate Change Action Plan

In October 1993, President Clinton announced the Climate Change Action Plan, which had a goal of returning GHG emissions to 1990 levels by the year 2000. This was to be accomplished through 50 initiatives that relied on innovative voluntary partnerships between the private sector and government aimed at producing cost-effective reductions in GHG emissions. On March 21, 1994, the U.S. joined a number of countries around the world in signing the United Nations Framework Convention on Climate Change. Under the Convention, governments agreed to gather and share information on GHG emissions, national policies, and best practices; launch national strategies for addressing GHG emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of global climate change.

Endangerment and Cause or Contribute Findings for GHGs

On April 2, 2007, in the court case of *Massachusetts et al. vs. the Environmental Protection Agency et al.* (549 U.S. 497), the U.S. Supreme Court found that GHGs are air pollutants covered by the federal CAA. The Supreme Court held that the Administrator of the USEPA must determine whether or not emissions of GHGs from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. In making these decisions, the Administrator is required to follow the language of Section 202(a) of the CAA. On December 7, 2009, the Administrator signed two distinct findings regarding GHGs under Section 202(a) of the CAA:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action was a prerequisite for implementing GHG emission standards for vehicles. In collaboration with the National Highway Traffic Safety Administration (NHTSA), the USEPA finalized emission standards for light-duty vehicles (2012-2016 model years) in May 2010, and heavy-duty vehicles (2014-2018 model years) in August 2011.

Mandatory Reporting of GHGs Rule

On September 22, 2009, the USEPA issued a final rule for the mandatory reporting of GHG data and other relevant information from large sources in the United States (Code of Federal Regulations Title 40, Part 98). This comprehensive, nationwide emissions data is intended to provide a better understanding of the sources of GHGs and guide development of policies and programs to reduce emissions. The mandatory reporting rule applies to direct GHG emitting sources; suppliers of fossil fuel, industrial gas, and other products that would result in GHG emissions if released, combusted, or oxidized; and facilities that inject carbon dioxide underground for geologic sequestration or other reasons. In general, facilities that emit 25,000 MT CO₂e or more per year of GHGs are required to submit annual reports to the USEPA.

Corporate Average Fuel Economy Standards

First enacted by Congress in 1975, the purpose of the Corporate Average Fuel Economy (CAFE) standards is to reduce energy consumption by increasing the fuel economy of passenger cars and light trucks. On April 1, 2010, the NHTSA and USEPA issued a joint final rule establishing a new national program to regulate model year 2012 through 2016 passenger cars and light trucks in order to improve fuel economy and reduce GHG emissions. The NHTSA increased CAFE standards to require passenger cars and light trucks to meet an average fuel economy of 34.1 miles per gallon by model year 2016. Together with the USEPA's standards for GHG emissions, which also enable manufacturers to achieve compliance by improving the air conditioners of their vehicles, the national program overall is expected to result in improvement levels equivalent to 35.5 miles per gallon.

4.4.2.2 State

Executive Order S-3-05

Executive Order S-3-05 (issued June 1, 2005) established the following GHG emissions reduction targets for California:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Executive Order S-3-05 also directed the Secretary of the CalEPA to oversee efforts to reach these statewide GHG emissions reduction targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts in California related to global warming, including impacts to public health, water supply, agriculture, forestry, and the coastline. The initial California Climate Action Team (CCAT) report in 2006 contained recommendations and strategies to help ensure the targets in Executive Order S-3-05 are met. The latest CCAT report in 2010 expands on the policy-oriented 2006 report and provides new information and scientific findings. The 2010 report includes development of new climate and sea-level projections using information and tools that have become available since the preparation of the previous report, and evaluation of climate change within the context of broader social changes such as land use changes and demographic shifts (CCAT 2010). The action items in the 2010 report focus on the preparation of the Climate Adaptation Strategy, as required by Executive Order S-13-08 (described below).

Assembly Bill 32, California Global Warming Solutions Act

In response to Executive Order S-3-5 (described above), the California State Legislature adopted Assembly Bill 32, the California Global Warming Solutions Act of 2006, which focuses on reducing GHG emissions in California. Assembly Bill 32 makes the CARB responsible for monitoring and reducing GHG emissions, and directs the existing CCAT to coordinate statewide efforts and promote strategies that can be undertaken by many other California agencies. Under Assembly Bill 32, the CARB is required to adopt rules and regulations for quantifiable, verifiable, and enforceable emissions reduction measures that would achieve GHG emissions equivalent to statewide levels in 1990 by the year 2020. The CARB has identified 427 million MT CO₂e as the total statewide aggregated 1990 GHG emissions level, which serves as the 2020 emissions limit (CARB 2007). The CARB estimates that a GHG emissions reduction of 173 million MT CO₂e below business-as-usual would be required to meet the statewide emissions limit by year 2020 (CARB 2007).

Climate Change Scoping Plan

The main strategies for reducing California's GHG emissions pursuant to Assembly Bill 32 (described above) are outlined in the Climate Change Scoping Plan (CARB 2008). The Climate Change Scoping Plan has a range of GHG emissions reduction measures which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and a cost-of-implementation fee to fund the program. In addition, the Climate Change Scoping Plan emphasizes the need to better connect land use and transportation planning to help the state achieve its GHG emissions reduction target for year 2020.

Executive Order S-01-07

Executive Order S-01-07 (issued January 18, 2007) mandated that a statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by year 2020 through a Low Carbon Fuel Standard. On April 23, 2009, the CARB adopted regulations to implement the Low Carbon Fuel Standard as a discrete early action measure pursuant to Assembly Bill 32 and included it as a reduction measure in its Climate Change Scoping Plan. The Low Carbon Fuel Standard is a performance standard with flexible compliance mechanisms intended to incentivize the development of a diverse set of clean, low-carbon transportation fuel options. Its aim is to accelerate the availability and diversity of low-carbon fuels such as biofuels, electricity, and hydrogen by taking into consideration the full life-cycle of GHG emissions.

Senate Bill 375, Sustainable Communities and Climate Protection Act

Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008, enhances California's ability to reach its Assembly Bill 32 goals by promoting good planning with the goal of more sustainable communities. Senate Bill 375 requires the CARB to develop regional GHG emissions reduction targets for passenger vehicles to be achieved by 2020 and 2035, and requires the regional Metropolitan Planning Organizations, such as SANDAG, to develop Sustainable Communities Strategies in their regional transportation plans. The Sustainable Communities Strategies demonstrate how each region will meet the CARB's emissions reduction targets through integrated land use, housing, and transportation planning to reduce the amount of vehicle miles travelled within their respective regions.

Executive Order S-13-08

Executive Order S-13-08 (issued November 14, 2008), the Climate Adaptation and Sea Level Rise Planning Directive, provides clear direction for how the state should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce California's vulnerability to climate change:

- Initiate California's first statewide Climate Adaptation Strategy that will assess the State's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies;
- Request that the National Academy of Science establish an expert panel to report on sea level rise impacts in California in order to inform state planning and development efforts;
- Issue interim guidance to state agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects; and
- Initiate studies on critical infrastructure projects and land use policies that are vulnerable to sea level rise.

The California Natural Resources Agency coordinated with 10 state agencies, multiple scientists, a consulting team, and stakeholders to develop the California Climate Adaptation Strategy (California Natural Resources Agency 2009), which summarizes the best-known science to assess the vulnerability of the state to climate change impacts, and outlines possible solutions that can be implemented within and across state agencies to promote resiliency.

Executive Order S-21-09

Executive Order S-21-09 (issued September 15, 2009) required that the CARB, under its Assembly Bill 32 authority, adopt a regulation consistent with the 33 percent renewable energy target established in Executive Order S-14-08 by July 31, 2010. Under Executive Order S-21-09, the CARB is directed to work with the California Public Utilities Commission and California Energy Commission to encourage the creation and use of renewable energy sources. The CARB will consult with the Independent System Operator and other load balancing authorities on, among other aspects, impacts on reliability, renewable integration requirements, and interactions with wholesale power markets in carrying out the provisions of Executive Order S-21-09. The CARB will also establish the highest priority for those resources that provide the greatest environmental benefits with the least environmental costs and impacts on public health that can be developed most quickly and that support reliable, efficient, cost-effective electricity system operations.

Assembly Bill 1493, Pavley Clean Cars Standards

Assembly Bill 1493 (“Pavley Bill”), which was enacted on July 22, 2002, directed the CARB to develop and adopt regulations that achieve the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty trucks beginning with model year 2009. On September 24, 2009, the CARB adopted amendments to the Pavley regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. These amendments are part of California’s commitment toward a nationwide program to reduce new passenger vehicle GHGs from 2012 through 2016, while providing vehicle manufacturers with new compliance flexibility. The amendments also required California to harmonize its rules with the federal rules for passenger vehicles. It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and by about 30 percent in 2016, all while improving fuel efficiency and reducing motorists’ costs.

California Renewables Portfolio Standard

Senate Bill 1078, which was enacted on September 12, 2002, established the Renewables Portfolio Standard program that requires retail sellers of electricity, including electrical corporations, community choice aggregators, and electric service providers, to purchase a specified minimum percentage of electricity generated by eligible renewable energy resources such as wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Senate Bill 107, which was enacted on September 26, 2006, accelerated the Renewables Portfolio Standard to require that at least 20 percent of electricity retail sales be served by renewable energy resources by year 2010. In response to Executive Order S-21-09 (described above), the Renewables Portfolio Standard was expanded in 2011 to require investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by year 2020. The Renewables Portfolio Standard is included as a reduction measure in the CARB’s Climate Change Scoping Plan. Increased use of renewable energy would decrease California’s reliance on fossil fuels, thus reducing emissions of GHGs from the electricity sector. The CARB estimates that full achievement of the Renewables Portfolio Standard would decrease statewide GHG emissions by 21.3 million MT CO₂e.

California Energy Code

The California Energy Code (California Code of Regulations Title 24, Part 6), which is incorporated into the Building Energy Efficiency Standards, was first established in 1978 in response to a legislative mandate to reduce California’s energy consumption. Although these standards were not originally intended to reduce

GHG emissions, increased energy efficiency results in decreased GHG emissions because energy efficient buildings require less electricity and thus less consumption of fossil fuels which emits GHGs. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The current 2008 Building Energy Efficiency Standards, commonly referred to as the “Title 24” standards, include changes from the previous standards that were adopted, to do the following:

- Provide California with an adequate, reasonably priced, and environmentally sound supply of energy.
- Respond to Assembly Bill 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its greenhouse gas emissions to 1990 levels by 2020.
- Pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs.
- Act on the California Energy Commission’s Integrated Energy Policy Report which finds that standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Building Energy Efficiency Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions.
- Meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes.
- Meet Executive Order S-20-04, the Green Building Initiative, to improve the energy efficiency of non-residential buildings through aggressive standards.

The 2008 Title 24 standards, which became effective on January 1, 2010, require energy savings of 15 to 35 percent above the 2005 Title 24 standards. At a minimum, residential buildings must achieve a 15 percent reduction in their combined space heating, space cooling, and water heating energy compared to the 2005 Title 24 standards. Incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum 15 percent reduction.

California Green Building Standards Code

The purpose of the California Green Building Standards Code (California Code of Regulations Title 24, Part 11) is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: 1) planning and design; 2) energy efficiency; 3) water efficiency and conservation; 4) material conservation and resource efficiency; and 5) environmental quality. The California Green Building Standards, which became effective on January 1, 2011, instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential uses, and state-owned buildings, as well as schools and hospitals. The mandatory standards require the following:

- 20 percent mandatory reduction in indoor water use relative to baseline levels;
- 50 percent construction/demolition waste must be diverted from landfills;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and

- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

The voluntary standards require the following:

- **Tier I:** 15 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 65 percent reduction in construction waste, 10 percent recycled content, 20 percent permeable paving, 20 percent cement reduction, and cool/solar reflective roof.
- **Tier II:** 30 percent improvement in energy requirements, stricter water conservation requirements for specific fixtures, 75 percent reduction in construction waste, 15 percent recycled content, 30 percent permeable paving, 30 percent cement reduction, and cool/solar reflective roof.

4.4.2.3 Regional

San Diego Association of Governments Climate Action Strategy

The Climate Action Strategy (Strategy) is a tool for SANDAG to guide climate change policy. The Strategy identifies a range of potential policy measures for consideration as SANDAG updates long-term planning documents like the Regional Transportation Plan. The Strategy helps SANDAG identify land use, transportation, and related policy measures and investments that could reduce greenhouse gases from passenger cars and light-duty trucks as part of the development of a Sustainable Communities Strategy for the 2050 Regional Transportation Plan in compliance with Senate Bill 375. Potential policy measures also are identified for buildings and energy use, protecting transportation and energy infrastructure from climate impacts, and to help SANDAG and local jurisdictions reduce greenhouse gases from their operations.

City of San Diego Climate Action Plan

To comply with AB 32 and ARB Climate Change Scoping Plan, the City of San Diego prepared a CAP, which was adopted in December 2015. The CAP is intended to address the main sources of emissions that contribute to climate change and implement strategies to reduce GHG emissions and achieve the 2020 and 2035 targets. The CAP contains the following:

- The Emissions Inventory describes the City's GHG emissions inventory for the baseline year of 2010. The inventory includes a breakdown of emissions from various sectors in both the community and municipal sources, such as transportation, energy, solid waste, water and wastewater. The baseline inventory was used to create an emissions forecast for future years based upon predicted population and economic growth indicators, create reduction targets, and enable the quantification of emissions reductions associated with implementation of reduction measures.
- GHG reduction strategies designed to achieve the 2020 and 2035 reduction targets focusing on the following aspects:
 - Energy and water efficiency buildings
 - Clean and renewable energy
 - Bicycling, walking, transit and land use

- Zero waste (gas and waste management)
- Climate resiliency
- The Implementation and Monitoring chapter details the implementation action and phasing for individual goals. For each of the five strategies, the CAP identifies goals, actions, targets, supporting measures, parties responsible for implementation and estimated GHG reductions for 2020 and 2035. This chapter also illustrates the contents of the Annual Monitoring Report, including the results of the annual GHG inventory, social equity, and jobs monitoring.
- The Social Equity and Job Creation chapter describes how the impacts of climate change will disproportionately affect disadvantaged communities and how the City can proactively identify them prior to project implementation.
- The Adaptation chapter identifies climate impacts for San Diego, illustrates current climate adaptation efforts throughout the states, and provides a guide to adaptation strategy development.

The project would be located within the Rancho Bernardo Transit Priority Area, as shown in Appendix B of the adopted CAP. The Transit Priority Areas map is based on the adopted SANDAG 2050 Regional Transportation Plan (RTP). The RTP is currently being updated as a part of the San Diego Forward Regional Plan. The Transit Priorities Area map will be updated to reflect the updated RTP following adoption by the SANDAG Board, which is anticipated to occur in the fall of 2015.

Table 4.4-4 City of San Diego CAP Emissions Inventory Summary

Emission Scenario	Description	MTCO ₂ e per year		
		2010	2020	2035
Baseline Inventory	Total community-wide emissions	12,984,993	-	-
Business As Usual Forecasts	Forecasts of future emissions without a CAP	-	14,124,690	16,716,020
Reduction Targets ⁽¹⁾	Reduction goals for the CAP	-	11,037,244	6,492,497
Reduced Emissions	Total community-wide emissions with implementation of CAP reduction measures	-	4,330,946	10,428,926

⁽¹⁾ The reduction targets for 2020 and 2035 are based on a 24% and 51% decrease from City of San Diego's 2010 emissions inventory, respectively.

Source: City of San Diego, 2015a.

City of San Diego General Plan Mobility Element

City of San Diego adopted its General Plan in March, 2008. The purpose of the General Plan Mobility Element is to improve mobility through development of a balanced, multi-modal transportation network (San Diego, 2008). A balanced network is one in which each mode, or type of transportation, is able to contribute to an efficient network of services meeting varied user needs. In addition to addressing walking, streets, and transit, the General Plan Mobility Element also includes policies related to regional collaboration, bicycling, parking, goods movement, and other components of the transportation system. These policies advance a strategy for congestion relief and increased transportation choices in a manner that strengthens the City of San Diego land use vision and helps achieve a clean and sustainable environment. The Mobility Element is part of a larger body of plans and programs, including RTP and Congestion Management Program (CMP) that were prepared by SANDAG, to guide the development and management of the transportation system. Implementing goals and policies would increase efficiency of the City's transportation and therefore help reduce GHG emissions from transportation.

4.4.3 Impacts and Mitigation

4.4.3.1 Issue 1 – Direct and Indirect Generation of GHG Emissions

Would the proposed PCCD South Education Center generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Standards of Significance

Currently no State regulatory agency has formally adopted or widely agreed upon thresholds of significance for GHG emissions. Adopted CEQA Guidelines §15064.7 states that “each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects.” This provides justification for lead agencies to determine their own climate change thresholds. The Association of Environmental Professionals (AEP) recommends that, “if a Lead Agency chooses to address GCC [Global Climate Change] in a [CEQA] document, it should be addressed in the context of a cumulative (versus project-specific) impact” (Hendrix 2007).

In 2006, California Governor Arnold Schwarzenegger signed AB 32 establishing statutory limits on GHG emissions in California. AB 32 seeks to reduce statewide emissions to 1990 levels by the year 2020. While AB 32 does not specify reduction targets for specific sectors or jurisdictions, the City of San Diego is working on refining and formulating GHG significance thresholds and anticipates bringing such thresholds for City Council consideration in 2016 (City of San Diego 2015b). In 2013, the City of San Diego developed *Draft Significance Thresholds for Greenhouse Gas Emissions* (“GHG Thresholds”) to provide guidance for consistent and objective evaluations of significance determinations related to GHG emissions from construction and operation of land use and heavy industrial projects. The following GHG thresholds were provided (City of San Diego 2013):

- A Bright Line Threshold of 2,500 MT CO₂e per year;
- An Efficiency Threshold of 4.46 MT CO₂e per year, per service population;
- A Performance Threshold of 16 percent below unmitigated project emissions; or
- A Stationary Source Threshold of 10,000 MT per year.

The GHG thresholds were derived by estimating the mass emissions reductions needed throughout the City from land use development projects to achieve the local fair share of the State’s emissions mandate embodied in AB 32, and to support efforts to reduce emissions to 1990 levels by 2020. The GHG Thresholds were drafted using guidance provided by the Natural Resources Agency in amendments to the CEQA guidelines (California Code of Regulations, Title 14, Sections 15000-15387) to address GHG emissions. The City’s Efficiency Threshold is appropriate for projects that are above the Bright Line Threshold but have a less-than-cumulatively significant impact on climate change because they accommodate growth in a GHG-efficient manner. Although the GHG thresholds were drafted prior to preparation and adoption of the City’s CAP, the purpose of the efficiency threshold is to assess whether any given project or plan would accommodate population and employment growth in a way that is consistent with the emissions limit established under AB 32. The threshold is recommended for projects that enhance land use diversity and provide requisite services.

The proposed project would not create growth; rather it would serve projected continuing education needs. The proposed project would be located within a Transit Priority Area and make continuing

education opportunities available in an area that does not already include a community college campus. Under the City's draft Efficiency Metric threshold, the proposed project would result in a significant impact if construction or operational emissions would exceed 4.46 MT CO₂e per year, per service population.

An efficiency metric may also be calculated using the emissions level target contained in the City's adopted CAP. The CAP identified the City's emissions reduction targets for years 2020 and 2035 that would achieve the City's fair-share emissions reduction necessary to support state's ability to meet the AB 32 target for 2020 and S-3-05's target for 2050. The City's 2035 emission reduction target is considered an "interim" target towards achieving the City's 2050 emission reductions target. A year 2030 emissions level target is identified in the CAP as well. The CAP's target emissions levels for 2020 and 2030 are 11,037,244 MT CO₂e and 7,790,996 MT CO₂e, respectively. SANDAG's population and civilian employment forecasts, which is the effective service population (SP), for the City are 2,381,233 SP in 2020 and 2,582,652 SP in 2030. Therefore, the efficiency metrics that would achieve the emissions targets identified in the CAP are as follows:

- 4.64 MT CO₂e in 2020 (2020 Emissions Level Target ÷ 2020 City SP)
- 3.02 MT CO₂e in 2030 (2030 Emissions Level Target ÷ 2030 City SP)

In 2015, the City prepared draft Screening Criteria for Greenhouse Gas Emissions under CEQA (City of San Diego, 2015c). As with the draft GHG Thresholds, the draft Screening Criteria are intended to provide guidance for a consistent and objective evaluation of significant effects. The draft Screening Criteria were developed using the City's then-draft CAP data, and relies conceptually on determining the proportional, or 'fair share', of emissions reductions required to meet the legislative mandate established in AB 32 that would be required within the City of San Diego. The most representative land use available in the draft Screening Criteria comparable to the proposed project is "University/College (4 year)". The proposed project would result in operation of a community college, which usually has lower operational activity than a university or 4-year college;¹ therefore, use of the University/College screening criteria provide for a conservative impact analysis. The applicable levels from the draft Screening Criteria are:

- A Bright Line Threshold of 1,350 MT CO₂e of per year; or
- 550 Students for a University or 4-year College

The screening criteria are based on a quantitative performance level for environmental effects related to GHG emissions. According to the draft Screening Criteria document, projects with emissions less than the screening criterion would be considered to have a less than significant impact. Projects with emissions greater than the screening criterion would need to complete the CAP Consistency Checklist to determine if the impact is significant. The CAP Consistency Checklist was included as Appendix A to the July 2015 Draft CAP, but was not included in the CAP adopted in December 2015 (City of San Diego, 2015a).

The two screening criteria identified above may be used to develop a Screening Criteria-based efficiency metric of 2.45 MT CO₂e per student per year, which is approximately half of the City's draft efficiency threshold of 4.46 MT CO₂e per year, per service population. The Screening Criteria-based efficiency metric is also less than the CAP-based efficiency metric of 4.64 MT CO₂e per year, per service population for year 2020 and 3.02 MT CO₂e per year, per service population for the year 2030. Thus, using the a Screening

¹ For example, SANDAG's trip generation rate for a 4-year college or University is 2.4 trips per student, which is double of trip generation rate of 1.2 trips per student for a junior college or 2-year college.

Criteria-based efficiency metric of 2.45 MT CO₂e per student per year as significance threshold for the purposes of CEQA analysis would be more conservative than using City's draft efficiency threshold (which have not been adopted by the City) or using CAP's emission targets (expressed in terms of per capita emission targets for 2020 or 2030). Under this screening criteria, the proposed project would result in a less than significant impact if construction and operational emissions would be less than 2.45 MT CO₂e per service population per year. If the project exceeds the efficiency metric screening criteria, then a threshold of consistency with the CAP consistency would be applied.

Impact Analysis

An inventory of the three most relevant GHG emissions (i.e., CO₂, CH₄, and N₂O) associated with implementation of the project is presented below. These emissions are the most relevant because they are the most common contributors to global climate change. The emissions of the individual gases were estimated and then converted to their CO₂ equivalents (CO₂e) in MT using the individually determined GWP of each gas.

Construction Emissions

Regional impacts for construction are assessed using the California Emissions Estimator Model (CalEEMod, version 2013.2.2) distributed by South Coast Air Quality Management District (SCAQMD). The CalEEMod 2013.2.2 model uses EMFAC 2007 emission factors for vehicle traffic and Off-Road 2007 for construction equipment. The construction analysis included modeling of the projected construction equipment that would be used during each construction activity, quantities of earth and debris to be moved, and worker vehicle trips. Construction assumptions are detailed in Section 4.2.3.2, Issue 2 – Consistency with Air Quality Standards. Table 4.4-5 provides the estimated GHG emissions for each phase of construction. In total, construction of the project would result in a total inventory of 248 MT of CO₂e, or less than 1 MT of CO₂e per service population. Once the project is constructed, construction emissions of GHG would cease. Consistent with the draft GHG Thresholds document, construction emissions are amortized over the expected operational life of the project, which is assumed to be 20 years, and combined with operational emissions to determine potential significance. Amortized construction emissions, and the associated significance determination are assessed in the Operational Emissions section.

Table 4.4-5 Project-Related Estimated Construction GHG Emissions

Source of Emissions	MT CO ₂ e
Demolition	12
Site Preparation	2
Grading	120
Building Construction	110
Paving	3
Architectural Coating	1
Total Emissions	248
Amortized Emissions (over 20 years)	12.4

Source: City of San Diego, 2015a

Operational Emissions

Implementation of the project would generate GHG through the operation of a new educational facility. Operational GHG emissions from the project would include direct sources such as motor vehicles, natural

gas consumption and solid waste handling/treatment, and indirect sources such as electricity generation and water use. Operational impacts are also assessed using CalEEMod 2013.2.2. The model estimates daily regional emissions from vehicle and stationary sources of pollutants that would result from implementation of the project at full buildout. Mobile sources emissions were calculated using an average daily trip (ADT) estimate of 6,750 trips provided by the traffic analysis (LLG 2015). The emissions analysis conservatively assumes full operational activity would occur at opening year (2017) emission factors. As a result, the emissions analysis conservatively overestimates operational emissions for the project. Annual operational emissions are summarized in Table 4.4-6.

Table 4.4-6 Project-Related Estimated Annual Operational GHG Emissions

Source of Emissions	CO ₂ e (metric tons)	Percent of Total
Vehicular Use	7,213	84%
Electricity	590	7%
Natural Gas	206	2%
Solid Waste	467	5%
Water	136	2%
Operational Subtotal	8,612	100%
Amortized Construction Emissions	12.4	–
Total Emissions	8,624.4	–
Service Population (Students)	5,625	–
Annual Emissions Per Service Population	1.53	–
Screening Criteria (MT CO₂e/Student)	2.45	–
Exceed Screening Criteria?	No	–

Source: City of San Diego, 2015a

As shown in Table 4.4-6, the largest contributor of GHG is vehicular use, which contributes approximately 84 percent of the overall operational total. The second largest contributor is indirect emissions from electricity use (7 percent), followed by solid waste disposal (5 percent), natural gas use (2 percent), and indirect emissions associated with water use (2 percent). Operational GHG emissions for the project would not exceed the impact screening criteria of 2.45 MT CO₂e per year, per service population, and would result in a less-than-cumulatively considerable impact.

Other GHG Emissions

Ozone (O₃) is also a GHG; however, unlike the other GHG, O₃ is relatively short lived and it is unlikely that O₃ precursors (NO_x and ROG_s) emitted at ground level would contribute to the global concentration of GHG in the troposphere where it would have a greenhouse effect on the planet. According to CARB, it is difficult to make an accurate determination of the contribution of O₃ precursors (NO_x and ROG_s) to global warming (CARB 2004). Therefore, it is assumed that campus emissions of O₃ precursors would not significantly contribute to global climate change. At present, there is a federal ban on CFCs; therefore, it is assumed on-campus operations would not generate emissions of these GHG. Implementation of the project may emit a small amount of HFC emissions from leakage and service of refrigeration and air conditioning equipment and from disposal at the end of the life of the equipment. However, the details regarding refrigerants to be used at the campus and the capacity of these are unknown at this time. PFCs

and SF₆ are typically used in industrial applications, none of which would be used on campus. Therefore, it is not anticipated that implementation of the proposed project would contribute additional significant GHG emissions.

Mitigation Measures

Implementation of the proposed project would not generate GHG emissions, either directly or indirectly, that would result in a significant impact on the environment; therefore, no mitigation is required.

4.4.3.2 Issue 2 – Consistency with Plan, Policy or Regulation

Would the proposed PCCD South Education Center conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Standards of Significance

This impact addresses the proposed project's consistency with the City's CAP and the City's General Plan Mobility Element. The project would be inconsistent with the CAP or General Plan Mobility Element if it did not incorporate or address applicable policies or strategies.

City of San Diego Climate Action Plan

As discussed in Section 4.4.1.3, the project site is located within the City of San Diego, and the area of influence of the 2015 City of San Diego CAP. Therefore, the project site is included in the CAP's baseline inventory of communitywide GHG emissions, as well as the emissions forecasts estimating potential reductions associated with local GHG reduction strategies. Since transportation was the largest contributor to City of San Diego GHG emissions in 2010, implementing transportation strategies that reduce vehicle miles travelled (VMT) is key to reducing associated GHG emissions and helping the City achieve its GHG reduction targets. The City of San Diego CAP identified the following transportation strategies:

- Strategy 1 - Implement the General Plan's Mobility Element (further discussed below) and the City of Villages Strategy in Transit Priority Areas² to increase the use of transit.
- Strategy 2 - Implement pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities.
- Strategy 3 - Implement the City of San Diego's Bicycle Master Plan to increase commuter bicycling opportunities.
- Strategy 4 - Implement a Traffic Signal Master Plan to retime traffic signals to reduce vehicle fuel consumption.
- Strategy 5 - Implement a Roundabouts Master Plan to install roundabouts to reduce vehicle fuel consumption.
- Strategy 6 - Implement transit-oriented development within Transit Priority Areas.

² Transit Priority Areas are based on the adopted SANDAG 2050 Regional Transportation Plan (RTP).

Similar to San Diego's communitywide emissions inventory, the largest contributor to the project's estimated annual operational GHG emissions is vehicular use (approximately 84 percent of the overall total), as shown in Table 4.4-6 above.³ The project should include above strategies to be consistent with the City's CAP.

City of San Diego General Plan Mobility Element

The purpose of the City of San Diego General Plan Mobility Element is to improve mobility through development of a balanced, multi-modal transportation network (San Diego, 2008). As discussed above, the City of San Diego CAP identified the implementation of the San Diego General Plan's Mobility Element as a transportation strategy to reduce GHG emissions. The Mobility Element supports Transportation Demand Management (TDM) strategies that reduce the use of single-occupant vehicle trips by encouraging alternative modes of travel such as carpooling, vanpooling, transit use, bicycling, and walking. Furthermore, General Plan Policy ME-E.6 requires "new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces, bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate." (San Diego, 2008)

The project should include strategies that support alternative modes of transportation, thereby reducing VMT and transportation-related GHG emissions, to be consistent with the City's General Plan Mobility Element.

Impact Analysis

As discussed in Section 4.4.3.1, operation of the proposed project would emit 7,213 MTCO₂e every year from on-road vehicle use, which is about 84 percent of total annual operational GHG emissions. However, the proposed project does not include any project design features to increase transportation efficiency and reduce transportation-related GHG emissions, while the City of San Diego CAP identified six transportation strategies, including implementing General Plan Mobility Element. The proposed project is inconsistent with both the City of San Diego CAP and General Plan Mobility Element without because of the implementation of the transportation efficiency strategies identified in Chapter 3 (Project Description) and summarized below. Therefore, the impacts would be potentially significant.

Transportation Demand Management. As part of the proposed project, a Transportation Demand Management (TDM) plan will be implemented and may include the following measures to help alleviate peak hour congestion along the study area roadway systems:

- a. Bicycle racks and lockers will be provided for student and staff/faculty use.
- b. Transportation information will be displayed in common areas accessible to students, faculty and staff. Transportation Information Displays should include, at a minimum, the following materials:

³ Operational emissions were calculated using CalEEMod 2013.2.2.

- i. Ridesharing promotional material;
 - ii. Bicycle route and parking including maps and bicycle safety information;
 - iii. Materials publicizing internet and telephone numbers for referrals on transportation information;
 - iv. Promotional materials supplied by North County Transit District, Metropolitan Transit System, and/or other publicly supported transportation organizations; and
 - v. A listing of facilities at the site for carpoolers/vanpoolers, transit riders, bicyclist and pedestrians, including information on the availability of preferential carpool/vanpool parking spaces and the methods for obtaining these spaces.
- c. Carpool/vanpool parking spaces will be provided in preferentially located areas (closest to building entrances). These spaces will be signed and striped "Car/Vanpool Parking Only." Information about the availability of and the means of accessing the car/vanpool parking spaces will be posted on Transportation Information Displays located in common areas and the campus website.
- d. Provide charging station(s) for electric vehicles.

Balance class schedules by spreading classes throughout the course of the day to reduce peak hour volumes during the peak hours of the adjacent street system.

Mitigation Measures

Implementation of the proposed project would be inconsistent with the City of San Diego CAP and General Plan Mobility Element with the implementation of the transportation efficiency strategies identified above and in Chapter 3 (Project Description). ~~The proposed project has identified the following mitigation measure to reduce transportation-related GHG emissions.~~

~~**GHG-1 Implement Trip Reduction Strategies to Reduce Operational Emissions.** The proposed project will include trip reduction strategies that minimize the percentage of commute trips/vehicle miles traveled (VMT) in single occupancy vehicles by students and faculty. Trip reduction strategies may include, but are not limited to, the following measures:~~

- ~~a. Provide preferential parking for carpool and vanpool vehicles. Design features may include a separate parking area for carpool and vanpool vehicles that is closer to campus buildings than the parking area for single occupancy vehicles and/or covered parking spaces for carpool and vanpool vehicles.~~
- ~~b. Provide bicycle parking/racks. Design features may include both short-term and long-term parking. Short-term parking should be located in visible and prominent locations within 50 feet of the building entrance. Long-term parking should be located in a secure area on-site or within 750 feet of the project site. A portion of bicycle parking should be covered and protected from the weather (i.e. an existing overhang or covered walkway, a special covering, weatherproof outdoor bicycle lockers, or an indoor storage area) (Victoria Transport Policy Institute [VTPI], 2015).~~

~~By implementing above mitigation measures, impacts would be reduced to less than significant.~~

4.4.4 Cumulative Impacts

Due to the nature of the assessment of GHG emissions and the effects of global climate change, impacts are only analyzed from a cumulative context. The analysis provided above includes the analysis of both the project and cumulative impacts; thus, impacts related to GHG emissions would be less than significant, and ~~after applying Mitigation Measure GHG-1, impacts related to compliance with applicable policies would be reduced to also be~~ less than significant.

4.4.5 CEQA Checklist Items Found Not to be Significant

All CEQA checklist items related to Greenhouse Gas Emissions have been thoroughly discussed in this section of the EIR; no topics were left unaddressed.

4.4.6 References

- California Air Resources Board (CARB). 2007. Staff Report, California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit. November 16, 2007.
- California Air Resources Board (CARB). 2008. Climate Change Scoping Plan, a Framework for Change. December 2008.
- California Air Resources Board (CARB). 2014. California Greenhouse Gas Emissions Inventory for 2000-2012—by Sector and Activity. March 24 2014. Accessed May 7, 2015 at http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_by_sector_00-12_sum_2014-03-24.pdf
- California Climate Action Team (CCAT). 2010. Climate Action Team Report to Governor Schwarzenegger and the California Legislature. December 2010.
- California Energy Commission (CEC). 2006. California Commercial End-Use Survey.
- California Natural Resources Agency. 2009. California Climate Adaptation Strategy, A Report to the Governor of the State of California in Response to Executive Order S-13-2008.
- City of San Diego. 2008. City of San Diego General Plan. Adopted March 10, 2008.
- City of San Diego. 2013. Draft Significance Thresholds for Greenhouse Gas Emissions. March 2013.
- City of San Diego. 2015a. City of San Diego Climate Action Plan – Adoption Draft 2015. December 2015.
- City of San Diego. 2015b. City of San Diego Climate Action Plan Final Program Environmental Impact Report. November 2015.
- City of San Diego. 2015c. City of San Diego Screening Criteria for Greenhouse Gas Emissions California Environmental Quality Act. July.
- Global Carbon Project. 2014. Carbon Budget and Trends 2014. September 21, 2014. Accessed May 7, 2015 at <http://www.globalcarbonproject.org/carbonbudget/index.htm>

- Hendrix, Michael and Cori Wilson. 2007. *Alternative Approaches to Analyzing Greenhouse Gas Emissions and Global Climate Change in CEQA Documents*. Prepared for the Association of Environmental Professionals. June 29, 2007. Accessed July 24, 2013 at <http://www.airportattorneys.com/files/AEP%20White%20Paper.pdf>
- Intergovernmental Panel on Climate Change. 2014. Climate Change 2014: Synthesis Report. Contribution of the Working Groups I, II, and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)]. IPCC, Geneva, Switzerland, 151 pp.
- Linscott, Law and Greenspan, Engineers (LLG). 2016. Traffic Impact Analysis, Palomar Community College District South Education Center, San Diego, California. March. (Appendix G of this EIR.)
- San Diego Association of Governments. 2010. Climate Action Strategy. March. Accessed July 25, 2013 at <http://www.biasandiego.org/pdfs/Climate%20Action%20Strategy.pdf>
- The San Diego Foundation. 2008. The San Diego Foundation Regional Focus 2050 Study – Climate Change Related Impacts in the San Diego Region by 2050: Working Papers for the 2008 Climate Change Impacts Assessment, Second Biennial Science Report to the California Climate Action Team.
- U.S. Environmental Protection Agency (USEPA). 2014. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2012. April 2014.
- U.S. Environmental Protection Agency (USEPA). 2015. Greenhouse Gases Overview. Accessed May 6, 2015 at <http://epa.gov/climatechange/ghgemissions/gases.html>
- Victoria Transport Policy Institute (VTPI). 2015. Bicycle Parking. Updated May 29, 2015 and accessed February 19, 2016 at <http://www.vtpi.org/tdm/tdm85.htm>

4.5 Hydrology and Water Quality

This section describes the existing conditions at the project site and in surrounding areas with respect to hydrology and water quality; the potential environmental effects (direct, indirect, and/or cumulative) related to water quality degradation, groundwater depletion, and drainage alterations resulting from implementation of the proposed project; and mitigation measures to reduce or avoid potentially significant impacts. The information provided in this section is based on the previously approved MND for Rancho Bernardo Industrial Park North – Lot 11 (City of San Diego 2005) and the associated Drainage Study (Rick Engineering 2004a) and Water Quality Technical Report (Rick Engineering Company 2004b), which are both incorporated by reference pursuant to CEQA Guidelines Section 15150 and available for review at the PCCD office located at Palomar College, 1140 West Mission Road, San Marcos, CA 92069-1487.

In accordance with Section 15128 of the CEQA Guidelines, impacts related to placement of housing or structures within a 100-year flood hazard area, flooding as a result of the failure of a levee or dam, and inundation by seiche, tsunami, or mudflow were determined not to be significant, and are discussed below in Section 4.5.5, CEQA Checklist Items Deemed Not Applicable to the Project.

4.5.1 Existing Conditions

4.5.1.1 Regional Hydrology

The proposed project is located within the San Dieguito Hydrologic Unit, as defined in the San Diego Basin Plan (San Diego RWQCB 2011), which encompasses the entire watershed of the San Dieguito River. The San Dieguito Hydrologic Unit is divided into five Hydrological Areas: Solana Beach, Hodges, San Pasqual, Santa Maria Valley, and Santa Ysabel. The project site is located within the Green Hydrologic Subarea of the Hodges Hydrologic Area.

The San Dieguito watershed consists of a drainage area of approximately 346 square miles in west-central San Diego County, including portions of the cities of Del Mar, Escondido, Poway, San Diego, and Solana Beach, and unincorporated San Diego County (Project Clean Water 2012). In terms of land area, the majority of the watershed (79.8 percent) is within the unincorporated jurisdiction. Land uses in the watershed presently include vacant/undeveloped (54 percent), parks/open space (29 percent), and urban (18 percent). Nearly half of the vacant land area is open to future development, most of which is zoned for residential usage.

The watershed extends through a diverse array of habitats from the headwaters in the Volcan Mountains to the outlet at the San Dieguito Lagoon and Pacific Ocean. There are several important natural areas within the watershed that sustain a number of threatened and endangered species. Among these are the 55-mile-long, 80,000-acre San Dieguito River Park, the 150-acre San Dieguito Lagoon, and five water storage reservoirs including Lake Hodges, Lake Sutherland, and Lake Poway.

4.5.1.2 Site Drainage

The majority of the site drainage is collected into and routed through an existing on-site underground storm drain system. This storm drain system connects into the public storm drain system along Rancho Bernardo Road (existing 24-inch RCP storm drain pipe). The remainder of the site drainage is conveyed to the private storm drain system located in the development to the east (existing 18-inch RCP storm drain

pipe). A small portion of the site drains into Rancho Bernardo Road via an existing curb outlet. There is an on-site detention system that was constructed during development of the unfinished light industrial park in 2008/2009. The system consists of multiple detention pipes located throughout the property which reduced runoff to the public storm drain system to pre-development levels (Rick Engineering 2004a).

4.5.1.3 Surface Waters

There are no major surface water bodies within the project site; however, the project site is within the San Dieguito River Watershed Management Area which consists of five hydrologic subareas. The project site is within the Green Hydrologic Subarea (HSA) (Basin 905.22). Receiving waters for drainage in the Green HSA include Green Valley Creek and unnamed intermittent streams (tributaries of San Dieguito Reservoir), which ultimately discharge into the Pacific Ocean via San Dieguito Lagoon (Project Clean Water 2010). The beneficial uses of these receiving waters are listed in Table 4.5-1. The Section 303(d) List of Water Quality Limited Segments (SWRCB 2006) identifies Green Valley Creek as impaired due to chloride, manganese, pentachlorophenol, and sulfates, and the Pacific Ocean shoreline at the mouth of San Dieguito Lagoon as impaired due to indicator bacteria.

4.5.1.4 Groundwater

According to the updated geotechnical investigation for the project site (Geocon Incorporated 2012), groundwater was not encountered during the recent or previous field investigations. A regional groundwater table was not observed; however, it is not uncommon for seepage conditions to develop where none previously existed. Seepage conditions are dependent on a number of conditions including, but not limited to seasonal precipitation, irrigation, and land uses, and vary as a result. The beneficial uses of groundwater in the Hodges Hydrologic Area (Basin 905.20) are listed in Table 4.5-1.

Table 4.5-1 Beneficial Uses of Surface Waters and Groundwater

	Basin Number	Beneficial Use Designations																						
		MUN	AGR	IND	PROC	GWR	FRSH	NAV	POW	REC1	REC2	COMM	AQUA	WARM	COLD	SAL	EST	MAR	WILD	BIOL	RARE	MIGR	SPWN	SHELL
Inland Surface Waters																								
Green Valley Creek	5.22	●	●	●	●	○				●	●			●					●					
Unnamed Intermittent Streams	5.22	●	●	●	●					●	●			●					●					
Coastal Waters																								
San Dieguito Lagoon	5.11									●	●						●	●	●	●	●	●	●	
Pacific Ocean	--			●				●		●	●	●	●					●	●	●	●	●	●	●
Groundwater																								
Hodges Hydrologic Area	5.20	●	●	●																				

• = Existing Beneficial Use; ○ = Potential Beneficial Use

Please use the following link for beneficial use designations:

http://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/planningtmdls/basinplan/web/bp_ch2_print.shtml

Source: San Diego RWQCB 1994

4.5.1.5 Urban Runoff

Urban runoff discharged into receiving waters from municipal storm drain systems has been identified as one of the principal causes of water quality problems in most urbanized areas. Municipal storm drain systems, which collect runoff from streets, rooftops, driveways, parking lots, and other impervious areas, flow directly into receiving waters without receiving treatment. Thus, urban runoff has the potential to discharge pollutants into receiving waters, thereby affecting water quality, associated wildlife, and public health. Potential pollutants contained in urban runoff and associated environmental effects include the following:

- **Sediments.** Sediments are soils or other surficial materials eroded and then transported or deposited by the action of wind, water, ice, or gravity. Sediments can increase turbidity, clog fish gills, reduce spawning habitat, lower young aquatic organism survival rates, smother bottom dwelling organisms, and suppress aquatic vegetation growth.
- **Nutrients.** Nutrients are inorganic substances, such as nitrogen and phosphorus. They commonly exist in the form of mineral salts that are either dissolved or suspended in water. Primary sources of nutrients in urban runoff are fertilizers and eroded soils. Excessive discharge of nutrients to water bodies and streams can cause excessive aquatic algae and plant growth. Such excessive production, referred to as eutrophication, may lead to excessive decay of organic matter in the water body, loss of oxygen in the water, release of toxins in sediment, and the eventual death of aquatic organisms.
- **Metals.** Metals are raw material components in non-metal products such as fuels, adhesives, paints, and other coatings. Primary sources of metal pollution in storm water are typically commercially available metals and metal products. Metals of concern include cadmium, chromium, copper, lead, mercury, and zinc. Lead and chromium have been used as corrosion inhibitors in primer coatings and cooling tower systems. At low concentrations that naturally occur in soils, metals are not toxic. However, at higher concentrations, certain metals can be toxic to aquatic life. Humans can be impacted from contaminated groundwater resources and bioaccumulation of metals in fish and shellfish. Environmental concerns regarding the potential for release of metals to the environment have already led to restricted metal usage in certain applications.
- **Organic Compounds.** Organic compounds are carbon-based. Commercially available or naturally occurring organic compounds are found in pesticides, solvents, and hydrocarbons. Organic compounds can, at certain concentrations, indirectly or directly constitute a hazard to life or health. When rinsing off objects, toxic levels of solvents and cleaning compounds can be discharged to storm drains. Dirt, grease, and grime retained in the cleaning fluid or rinse water may also adsorb levels of organic compounds that are harmful or hazardous to aquatic life.
- **Trash and Debris.** Trash (such as paper, plastic, polystyrene packing foam, and aluminum materials) and biodegradable organic matter (such as leaves, grass cuttings, and food waste) are general waste products on the landscape. The presence of trash and debris may have a significant impact on the recreational value of a water body and aquatic habitat. Excess organic matter can create a high biochemical oxygen demand in a stream and thereby lower its water quality. Also, in areas where stagnant water exists, the presence of excess organic matter can promote septic

conditions resulting in the growth of undesirable organisms and the release of odorous and hazardous compounds such as hydrogen sulfide.

- **Oxygen Demanding Substances.** Oxygen demanding substances include biodegradable organic material as well as chemicals that react with dissolved oxygen in water to form other compounds. Proteins, carbohydrates, and fats are examples of biodegradable organic compounds. Compounds such as ammonia and hydrogen sulfide are examples of oxygen demanding compounds. The oxygen demand of a substance can lead to depletion of dissolved oxygen in a water body and possibly the development of septic conditions.
- **Oil and Grease.** Primary sources of oil and grease are petroleum hydrocarbon products, motor products from leaking vehicles, esters, oils, fats, waxes, and high molecular-weight fatty acids. Introduction of these pollutants to water bodies is very possible due to the wide uses and applications of some of these products in municipal, residential, commercial, industrial, and construction areas. Elevated oil and grease content can decrease the aesthetic value of the water body, as well as the water quality.
- **Bacteria and Viruses.** Bacteria and viruses are ubiquitous microorganisms that thrive under certain environmental conditions. Their proliferation is typically caused by the transport of animal or human fecal wastes from the watershed. Water containing excessive bacteria and viruses can alter the aquatic habitat and create a harmful environment for humans and aquatic life. Also, the decomposition of excess organic waste causes increased growth of undesirable organisms in the water.
- **Pesticides.** Pesticides (including herbicides) are chemical compounds commonly used to control nuisance growth or prevalence of organisms. Excessive application of a pesticide may result in runoff containing toxic levels of its active component.

4.5.2 Regulatory Framework

4.5.2.1 Federal

Clean Water Act

The federal CWA is the primary federal law that protects our nation's waters, including lakes, rivers, aquifers, and coastal areas. Section 401 of the CWA requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility, which may result in the discharge of any pollutant, must obtain certification from the state. Section 402 of the CWA established the National Pollutant Discharge Elimination System (NPDES) to regulate both point source and nonpoint source discharges of pollutants to surface waters of the United States. Section 404 of the CWA established a permit program to regulate the discharge of dredged material into waters of the United States. Section 303 of the CWA requires states to identify surface waters that have been impaired. Under Section 303(d), states, territories, and authorized tribes are required to develop a list of water quality segments that do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology.

National Pollution Discharge Elimination System Program

The NPDES program was established by the federal CWA to regulate both point source (discharge at a specific location or pipe) and nonpoint source (diffuse runoff) discharges to surface waters of the United States. For point source discharges, each NPDES permit contains limits on allowable concentrations and mass emission of pollutants contained in the discharge. For nonpoint source discharges, the NPDES program establishes a comprehensive storm water quality program to manage urban storm water and minimize pollution of the environment to the maximum extent practicable. The NPDES program consists of characterizing receiving water quality, identifying harmful constituents, targeting potential sources of pollutants, and implementing a comprehensive storm water management program. In California, the NPDES program is administered by the SWRCB and the nine RWQCBs.

Construction and industrial activities are typically regulated under statewide general permits that are issued by the SWRCB. The RWQCB also issues waste discharge requirements that serve as NPDES permits under the authority delegated to the RWQCBs, under the CWA. In November 1990, under Phase I of the urban runoff management strategy, the EPA published NPDES permit application requirements for municipal, industrial, and construction stormwater discharges. These requirements are implemented through permits issued by the SWRCB or the local RWQCB in which the project is located (California RWQCB San Diego Region, herein San Diego RWQCB), and/or the governing municipality where the project is located (City of San Diego).

National Flood Insurance Program

The National Flood Insurance Act of 1968 established the National Flood Insurance Program in order to provide flood insurance within communities that were willing to adopt floodplain management programs to mitigate future flood losses. This Act also required the identification of all floodplain areas and the establishment of flood-risk zones within those areas. The Flood Disaster Protection Act of 1973 expanded the National Flood Insurance Program by substantially increasing limits of coverage authorized under the program, and by requiring known flood-prone communities to participate in the program and to adopt adequate flood plan ordinances. This Act also made the purchase of flood insurance mandatory for property owners who are being assisted by federal programs, agencies, or institutions in the acquisition or improvement of land or facilities located in identified areas having special flood hazards. The National Flood Insurance Program has been further amended by subsequent reform acts. The Federal Emergency Management Agency (FEMA) is the primary agency responsible for administering programs and coordinating with communities to establish effective floodplain management standards. FEMA is responsible for preparing Flood Insurance Rate Maps, which delineate both the special flood hazard areas and the risk premium zones applicable to the community.

4.5.2.2 State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the state (including both surface and ground waters), and directs the RWQCBs to develop regional Basin Plans. Section 13170 of the California Water Code also authorizes the SWRCB to adopt water quality control plans on its own initiative. The purpose of the regional Basin Plans is to designate beneficial uses of each region's surface and ground waters, designate water quality objectives for the reasonable protection of those uses, and establish an implementation plan to achieve the objectives. The

San Diego Basin Plan (described below) is designed to preserve and enhance the quality of water resources in the San Diego region for the benefit of present and future generations.

All projects resulting in discharges, whether to land or water, are subject to Section 13263 of the California Water Code and are required to obtain approval of Waste Discharge Requirements (WDRs) from the RWQCBs. Land and groundwater-related WDRs (i.e., non-NPDES WDRs) regulate discharges of process and wash-down wastewater and privately or publicly treated domestic wastewater. WDRs for discharges to surface waters also serve as NPDES permits.

NPDES Municipal Permit

Discharges of urban runoff from the municipal separate storm sewer systems (MS4s) draining the watersheds of the County of San Diego, the 18 incorporated cities of San Diego County, the San Diego Unified Port District, and the San Diego County Regional Airport Authority (the co-permittees) must comply with the NPDES Municipal Storm Water Permit for San Diego County (Municipal Permit), which is governed by the San Diego RWQCB under Order No. R9-2007-0001, NPDES No. CAS0108758. The Municipal Permit specifies the requirements necessary to reduce the discharge of pollutants in urban runoff to the maximum extent practicable, and outlines the individual responsibilities of the co-permittees including (but not limited to) the implementation of: 1) management programs; 2) BMPs; and 3) monitoring programs. The Municipal Permit reflects these two broad levels of responsibility by requiring the development of both Jurisdictional Urban Runoff Management Programs (JURMPs) and Watershed Urban Runoff Management Programs (WURMPs).

Although the project site lies within the boundary of the City of San Diego and the San Dieguito watershed, the PCCD is not subject to the jurisdiction of the local municipalities. As such, the requirements of the City of San Diego JURMP and the San Dieguito WURMP are not directly applicable to the proposed project.

In San Diego County, a number of school districts, including the PCCD, have entered into a Joint Powers Agreement with the San Diego County Office of Education ("Small MS4 JPA") to coordinate the establishment, revision, direction and implementation of storm water management plans and associated BMPs. As such, the PCCD has and will continue to work closely with the City of San Diego and the Small MS4 JPA to implement feasible BMPs at the project site, and avoid any unauthorized discharges.

NPDES Construction General Permit

Construction activities that result in a land disturbance of equal to or greater than one acre (and projects that meet other specific criteria) must comply with the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), which is governed by the SWRCB under Order No. 2012-0006-DWQ NPDES General Permit No. CAS000002 Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity, which was adopted on July 17, 2012 (General Construction Permit). ~~2009-0009-DWQ as modified by 2010-0014-DWQ, NPDES No. CAS000002.~~ Each RWQCB enforces the Construction General Permit for projects within their region. It is the responsibility of the landowner to obtain coverage under the Construction General Permit prior to commencement of construction activities. To obtain coverage, the owner must file a Notice of Intention (NOI) with a vicinity map and the appropriate fee to the RWQCB.

The Construction General Permit outlines the requirements for preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP has two major objectives: 1) to help identify the sources of sediment and other pollutants that affect the quality of storm water discharges; and 2) to

describe and ensure the implementation of construction best management practices (BMPs) to reduce or eliminate sediment and other pollutants in storm water and non-storm water discharges. The Construction General Permit also outlines post-construction standards for runoff reduction requirements, which includes the use of non-structural and/or structural measures to preserve pre-construction runoff volumes and drainage densities from the site, as well as post-construction BMPs to reduce pollutants in storm water discharges that are reasonably foreseeable after all construction phases have been completed at the site.

4.5.2.3 Regional

San Diego Basin Plan

The Water Quality Control Plan for the San Diego Basin (San Diego RWQCB 2011), known as the San Diego Basin Plan, sets forth water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of regional waters. Specifically, the San Diego Basin Plan is designed to accomplish the following:

- Designate beneficial uses for surface and ground waters;
- Set narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy;
- Describe implementation programs to protect the beneficial uses of all waters within the region; and
- Describe surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

The Basin Plan incorporates by reference all applicable SWRCB and RWQCB plans and policies.

4.5.3 Project Impacts and Mitigation

4.5.3.1 Issue 1 – Water Quality

Would the proposed PCCD South Education Center violate any water quality standards or waste discharge requirements, or otherwise substantially degrade water quality?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would:

- Violate any water quality standards or waste discharge requirements; or
- Otherwise substantially degrade water quality.

Impact Analysis

Construction

Construction of the proposed project would generate pollutants that could potentially degrade the surface water quality of downstream receiving waters. Sediment associated with earth-moving activities and exposed soils are the most common pollutants associated with construction sites. Other pollutants

associated with construction sites include hydrocarbons from spills or leaks of fuels, oils, and other fluids used for construction equipment; paints, concrete slurries, asphalt, and other hazardous materials; and debris, trash, and other solid waste materials generated during construction activities. If improperly managed, storm water and non-storm water runoff could potentially carry these pollutants into the on-site drainage facilities and into the City's storm water drainage system, which discharges to downstream receiving waters that ultimately drain to the Pacific Ocean. The potential to discharge polluted runoff into downstream receiving waters represents a potentially significant impact.

However, the proposed project is required to comply with the NPDES Construction General Permit (as described in Section 4.5.2.2 above), which requires the preparation and implementation of a SWPPP. The SWPPP would identify site-specific construction BMPs to reduce and/or eliminate sediment and other pollutants in storm water and non-storm water runoff from the project site. Construction BMPs would include, but are not limited to, the following:

- Minimization of disturbed areas to the portion of the project site necessary for construction;
- Stabilization of exposed or stockpiled soils and cleared or graded slopes;
- Establishment of permanent re-vegetation or landscaping as early as feasible.
- Removal of sediment from surface runoff before it leaves the project site by silt fences or other similar devices around the site perimeter;
- Diversion of upstream runoff around disturbed areas of the project site;
- Protection of all storm drain inlets on site or downstream of the project site to eliminate entry of sediment;
- Prevention of tracking soil off site through use of a gravel strip or wash facilities at exits from the project site;
- Proper storage, use, and disposal of construction materials; and
- Continual inspection and maintenance of all specified BMPs through the duration of construction.

Implementation of construction BMPs in compliance with the NPDES Construction General Permit would maintain downstream water quality in accordance with RWQCB standards, such that project construction would not violate any water quality standards or waste discharge requirements, and would not otherwise substantially degrade water quality. Therefore, construction impacts related to water quality degradation would be less than significant.

Post-Construction

Implementation of the proposed project would increase the amount of impervious areas at the project site primarily due to the construction of the looped roadway. Potential storm water pollutants associated with the operation and maintenance of the proposed project could include, but are not limited to, sediment discharges, nutrients, heavy metals, organic compounds, trash and debris, oil and grease from equipment and vehicles, bacteria and viruses, and pesticides from landscaping, as listed in Table 4.5-2. Storm water and non-stormwater runoff would potentially carry these pollutants into the PCCD South Education Center campus drainage system and off site, which discharges to downstream receiving waters that ultimately drain to the Pacific Ocean. This could potentially contribute to higher pollutant levels in urban runoff, which could result in a potentially significant impact.

Table 4.5-2 Potential Pollutants Generated by Operational Activities

Source	Pollutants of Concern								
	Sediment	Nutrients	Metals	Organic Compounds	Trash & Debris	Oxygen Demanding Substances	Oil & Grease	Bacteria/ Viruses	Pesticides
Classrooms & Offices				X	X	X			
Biology, Earth Sciences & Chemistry Labs		X	X	X	X	X			
Health Services				X	X	X			
Food Services				X	X	X	X	X	
Custodial Activities		X		X	X	X	X		
Building Maintenance	X	X	X	X	X		X		
Grounds Maintenance	X	X	X	X	X	X	X		X
Utility Line Maintenance and Repair	X		X	X			X		
Parking Lots & Roadways	X		X	X	X		X		
Trash Storage Areas			X	X	X	X	X	X	
Litter					X				

Source: Rick Engineering 2004b.

PCCD is not subject to the existing City of San Diego MS4 Permit although the campus lies within the jurisdictional boundary of the City of San Diego and within the County of San Diego, both of which are Co-Permittees of the current MS4 Permit. As a state facility, PCCD is not directly subject to the jurisdiction of the local municipalities. As such, the City of San Diego's JURMP and the San Dieguito WURMP that have been developed by the Co-Permittees under the Phase I MS4 Permit are not directly applicable to the PCCD South Education Center campus. However, the PCCD, has entered into a Joint Powers Agreement with the San Diego County Office of Education ("Small MS4 JPA") to coordinate the establishment, revision, direction and implementation of storm water management plans and associated BMPs.

PCCD is currently working on acquiring a new MS4 permit to cover all of its facilities, including satellite campuses such as the proposed project. PCCD will have five years from receiving a notice from the RWQCB to implement the new storm water regulations under the new MS4 permit. Under the new MS4 Permit, PCCD would be required to implement site design, source control, and treatment control BMPs in order to minimize polluted runoff discharge from the project site. Implementation of these BMPs would ensure storm water runoff draining from the project site into the City's existing storm water drainage system is held to the same water quality standards as the rest of the watershed. Therefore, impacts associated with water quality would be less than significant.

Mitigation Measures

Impacts related to drainage alterations would be less than significant without mitigation. Thus, no mitigation is required.

4.5.3.2 Issue 2 – Drainage and Hydrology

Would the proposed PCCD South Education Center substantially alter existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion or siltation on- or off-site; result in flooding; exceed the capacity of existing or planned storm water drainage systems; or provide substantial additional sources of polluted runoff?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would:

- Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site;
- Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site; or
- Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

Impact Analysis

Construction

Construction of the proposed project would temporarily alter the localized drainage pattern at the project site due to ground-disturbing activities including grading and excavation for the new road. Such alterations in the drainage pattern may temporarily result in erosion or siltation and/or increase the rate or amount of surface runoff if substantial drainage is rerouted. However, as discussed in Section 4.5.3.1 (Issue 1) above, the proposed project would be required to implement construction BMPs in compliance with the project-specific SWPPP associated with the NPDES Construction General Permit in order to minimize the potential for erosion and siltation and to control surface runoff such that flooding does not occur and off-site flow does not exceed the capacity of the existing storm water drainage systems. Construction BMPs would also minimize the discharge of polluted runoff from the project site. Therefore, construction impacts associated with drainage alterations would be less than significant.

Post-Construction

Following construction, any remaining disturbed soils would be stabilized with landscaping to prevent erosion or siltation at the project site. According to the Drainage Study (Rick Engineering 2004a), the proposed project would drain to two existing storm drain systems: one system located within Rancho Bernardo Road and one system located in the adjacent development on the eastern boundary of the project site. Although the proposed project would result in increased runoff due to increased impervious

surface on site, the two existing storm drain systems are shown to have capacity to handle the increase from the proposed project (Rick Engineering 2004a). Further, all on-site slopes would be graded to drain to proposed culverts and/or gutters, which would connect to an on-site detention system. The on-site detention system would be developed in order to reduce project runoff being discharged to the existing storm drain systems to existing conditions volumes, as a means to ensure that the public systems are not significantly impacted (Rick Engineering 2004a). In addition, development of the proposed project would be replanted to better manage site drainage and limit the amount of water that leaves the site. Thus, off-site flows would be minimal and would not exceed the capacity of the City's storm water drainage system. Furthermore, as discussed in Section 4.5.3.1 above, implementation of post-construction BMPs would minimize the discharge of polluted runoff from the project site. Therefore, post-construction impacts associated with drainage alterations would be less than significant.

Mitigation Measures

Impacts related to drainage alterations would be less than significant without mitigation. Thus, no mitigation is required.

4.5.4 Cumulative Impacts

As indicated in Table 4-1 of this EIR, the geographic context for the analysis of cumulative impacts related to hydrology and water quality includes the area encompassed by the San Dieguito Hydrologic Unit. The following analysis accounts for all anticipated cumulative growth within this geographic area, including the proposed project, development anticipated in applicable planning documents, and known development projects within the San Dieguito Hydrologic Unit.

Water Quality

Urban development within the San Dieguito Hydrologic Unit would increase impervious areas and activities that generate pollutants, which could degrade water quality of receiving waters throughout the watershed. However, most future development projects in the Hydrologic Unit would be subject to NPDES regulations, which require that source control and nonpoint source BMPs be employed to control potential effects on water quality and that storm water quality control devices be incorporated into storm water collection systems to collect sediment and other pollutants. Additionally, the development of projects that are less than one acre would be subject to local erosion control ordinances. Even with the promulgation of NPDES storm water regulations and local erosion control ordinances, increases in impervious areas and urban runoff pollutants in this watershed would continue to contribute, however incrementally, to water quality degradation. Thus, the baseline cumulative impact to water quality is considered cumulatively significant.

As discussed above in Section 4.5.3.1 (Issue 1), compliance with the NPDES Construction General Permit would ensure that project construction would not violate any water quality standards or waste discharge requirements, and would not otherwise substantially degrade water quality. Compliance with the new 2016 MS4 Permit would ensure that post-construction impacts to water quality would be less than significant with implementation of operational BMPs. Therefore, implementation of the proposed project would not result in a cumulatively considerable impact related to water quality impacts.

Drainage and Hydrology

Urban development within the San Dieguito Hydrologic Unit would result in alterations to existing hydrology, which could result in erosion problems, flooding, and drainage systems capacity issues throughout the watershed. However, most future development projects in the San Diego region would be subject to NPDES Phase I and II regulations, which require addressing changes to hydrologic regime and mitigation for conditions of concern. All projects in the San Diego region for which construction would affect more than one acre must obtain NPDES Construction Permit coverage, and all land use jurisdictions in the region must obtain and implement a NPDES Municipal Permit. The RWQCB is responsible for assuring that water quality control measures are uniformly applied through these permits and is responsible, along with the jurisdictions holding the permits, for the enforcement of the permit conditions. Additionally, the development of projects that are less than one acre would generally be subject to local erosion control ordinances. However, even with the promulgation of NPDES storm water regulations and local erosion control ordinances, alterations to the existing hydrology in this watershed would continue to contribute, however incrementally, to erosion, flooding, and exceedance of storm water drainage system capacities. Thus, the baseline cumulative impact to hydrology is considered significant.

As discussed above in Section 4.5.3.2 (Issue 2), compliance with the NPDES Construction General Permit would ensure that project construction would not result in substantial erosion or siltation or flooding, and would not exceed the capacity of the City's storm water drainage system. Further, the Drainage Study prepared for the site determined that the two existing storm water drainage systems the proposed project would ultimately discharge to have adequate capacity to handle post-project flows. Further, an on-site detention system would be implemented on site to ensure post-project flows are reduced to existing conditions flows. Therefore, the proposed project would not result in a cumulatively considerable impact related to drainage and hydrology.

4.5.5 CEQA Checklist Items Deemed Not Applicable to the Project

Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Groundwater was not encountered during recent or previous field investigations, and no removal of groundwater is proposed. The proposed PCCD South Education Center would use potable water supplied by the City of San Diego Public Utilities Department. The proposed project would have sufficient water supplies available to serve the project from existing entitlements and resources. Therefore, no impacts to groundwater supplies would occur.

Would the proposed project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

According to Flood Insurance Rate Map Number 06073C1090G (Federal Emergency Management Agency 2012), the project site is located in Zone X, which designates areas determined to be outside the 0.2 percent annual chance (500-year) floodplain, and thus outside the 100-year flood hazard area.

Furthermore, the proposed project would not involve the construction of any housing. Thus, the proposed project would not place housing within a 100-year flood hazard area. No impact would occur.

Would the proposed project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

As discussed above, the proposed site is located outside the 100-year flood hazard area. Furthermore, the proposed project would not involve the construction of any aboveground structures that could impede or redirect flood flows. Thus, the proposed project would not place within a 100-year flood hazard area structures which would impede or redirect flood flows. No impact would occur.

Would the proposed project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

As discussed above, the proposed project is located outside the 100-year flood hazard area. Furthermore, the project site is located outside of potential zones of inundation due to dam failure (SanGIS 2012). Thus, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. No impact would occur.

Would the proposed project expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?

Seiches are standing waves caused by resonance in an enclosed or partially enclosed body of water (e.g., lake, reservoir, bay, harbor) that has been disturbed by meteorological effects (wind and atmospheric pressure variations) or seismic activity. The project site is located approximately two miles south of Lake Hodges, which is the closest inland body of water. In addition, the project site is approximately 340 feet above the lake water level and is not downstream of the drainage path. Therefore, the project site would not be subject to inundation by seiches.

Tsunamis are series of ocean waves generated by sudden displacements of a large volume of water due to earthquakes, offshore landslides, or volcanic activity. The project site is located approximately 11.5 miles inland (east) of the Pacific Ocean and is approximately 655 feet AMSL. Therefore, the project site would not be subject to inundation by tsunamis.

Mudflows, also known as debris flows, are shallow water-saturated landslides that travel rapidly down slopes carrying rocks, brush, and other debris. Mudflows occur naturally as a result of heavy rainfall on steep slopes that contain loose soil or debris. According to the updated geotechnical investigation for the project site (Geocon Incorporated 2012), landslide deposits have been mapped on the project site. However, the landslides have been mitigated using conventional grading practices (i.e., buttresses, stability fills, complete removal). Landslides left in place on the project have been stabilized with a buttress fill and are located outside the area of the proposed improvements. As such, landslide hazards at the project site are considered low.

Thus, the proposed project would not expose people or structures to significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. No impact would occur.

4.5.6 References

- City of San Diego. 2008. City of San Diego's Jurisdictional Urban Runoff Management Program. Adopted January 22, 2008.
- Federal Emergency Management Agency. 2012. Flood Insurance Rate Map, San Diego County, California and Incorporated Areas, Panel 1090 of 2375, Map Number 06073C1090G. May 16, 2012.
- Geocon Incorporated. 2012. Update Geotechnical Investigation, Palomar College South Education Center Improvement Project, San Diego, California. Prepared for Palomar Community College District. October 24, 2012. (Appendix B of this EIR.)
- PBS&J. 2009. Palomar College Storm Water Management Program. Prepared for PCCD. October 2009.
- Project Clean Water. 2010. San Dieguito WURMP Annual Report. Accessed August 6, 2013 at http://www.projectcleanwater.org/pdf/wurmp/sdg_annual_report_08_09_appendices.pdf
- Project Clean Water. 2012. San Dieguito Watershed. Accessed December 12, 2012 at http://www.projectcleanwater.org/html/ws_san_dieguito.html
- Project Clean Water. 2012. San Dieguito Watershed Urban Runoff Management Program. Accessed May 28, 2015 at http://www.projectcleanwater.org/html/wurmp_san_dieguito.html
- Rick Engineering Company. 2004a. Drainage Study for Lot 11, Bernardo Industrial Park North, San Diego, California. May 19, 2004.
- Rick Engineering Company. 2004b. Water Quality Technical Report for Lot 11, Bernardo Industrial Park North, San Diego, California. May 19, 2004.
- San Diego Regional Water Quality Control Board (RWQCB). 2011. Water Quality Control Plan for the San Diego Basin (9). September 8, 1994, amended April 4, 2011.
- SanGIS. 2012. Interactive Map – Dam Inundation Areas for Dam Failure. Accessed April 27, 2012 at <http://files.sangis.org/interactive/viewer/viewer.asp>
- State Water Resources Control Board (SWRCB). 2006. 2006 Clean Water Act Section 303(d) List of Water Quality Limited Segments. October 25, 2006.

4.6 Noise

This section describes the existing conditions at the project site and in surrounding areas with respect to noise; the potential environmental effects (direct, indirect, and/or cumulative) related to excessive noise levels, excessive groundborne vibration, permanent increases in ambient noise levels, and temporary increases in ambient noise levels, resulting from implementation of the proposed project; and mitigation measures, if required, to reduce or avoid potentially significant impacts. The information provided in this section is based on the Noise Technical Report prepared by Atkins in March 2016 (Appendix F of this EIR).

In accordance with Section 15128 of the CEQA Guidelines, impacts related to exposure to noise from a public airport or private airstrip were determined not to be significant and are discussed below in Section 4.6.5 (CEQA Checklist Items Deemed Not Applicable to the Project).

4.6.1 Existing Conditions

4.6.1.1 Fundamentals of Environmental Noise

Noise is commonly defined as unwanted sound. Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels. Sound pressures in the environment have a wide range of values and the sound pressure level was developed as a way to describe this range of sound. The sound pressure level is the logarithm of the ratio of the unknown sound pressure to a reference quantity of the same kind. To account for the pitch of sounds and the corresponding sensitivity of human hearing to them, the raw sound pressure level is adjusted with an A-weighting scheme based on frequency that is stated in units of decibels (dBA). Typical A-weighted noise levels are listed in Table 4.6-1.

Table 4.6-1 Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet fly-over at 1,000 feet	— 110 —	Rock band
Gas lawn mower at 3 feet	— 100 —	
Diesel truck at 50 feet at 50 mph	— 90 —	Food blender at 3 feet
Noisy urban area, daytime	— 80 —	Garbage disposal at 3 feet
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area	— 60 —	Normal speech at 3 feet
Heavy traffic at 300 feet	— 50 —	Large business office
Quiet urban daytime	— 40 —	Dishwasher next room
Quiet urban nighttime	— 30 —	Theater, large conference room (background)
Quiet suburban nighttime	— 20 —	Library
Quiet rural nighttime	— 10 —	Bedroom at night, concert
	— 0 —	Broadcast/recording studio
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: Caltrans 1998

A given level of noise may be more or less tolerable depending on the sound level, duration of exposure, character of the noise sources, time of day during which the noise is experienced, and activity affected by the noise. For example, noise that occurs at night tends to be more disturbing than that which occurs during the day because sleep could potentially be disturbed. In addition, rest at night is a critical requirement in the recovery from exposure to high noise levels during the day. In consideration of these factors, different measures of noise exposure have been developed to quantify the extent of the effects anticipated from these activities. Some measures consider the 24-hour noise environment of a location by using a weighted average to estimate its habitability on a long term basis. Other measures consider portions of the day and evaluate the nearby activities affected by it as well as the noise sources. The most commonly used indices for measuring community noise levels include the following:

- **Equivalent Energy Level (Leq).** Leq is the average acoustical or sound energy content of noise, measured during a prescribed period, such as one minute, 15 minutes, one hour, or eight hours. It is the decibel sound level that contains an equal amount of energy as a fluctuating sound level over a given period of time.
- **Community Noise Equivalent Level (CNEL).** CNEL 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.
- **Day-Night Average Noise Level (Ldn).** Ldn is a 24-hour average Leq with a +10 dBA weighting applied to noise during the hours of 10:00 p.m. to 7:00 a.m. Ldn and CNEL are typically within one dBA of each other and, for most intents and purposes, are interchangeable.

The decibel level of a sound decreases (or attenuates) exponentially 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 about 6 dBA for each doubling of distance from the source. Sound that originates from a linear or “line” source, such as a heavily traveled traffic corridor, attenuates by approximately 3 dBA per doubling of distance, provided that the surrounding site conditions lack ground effects or obstacles that either scatter or reflect noise. Noise from roadways in environments with major ground effects due to vegetation and loose soils may either absorb or scatter the sound yielding attenuation rates as high as 4.5 dBA for each doubling of distance. Other contributing factors that affect sound reception include meteorological conditions, natural topography, and the presence of manmade obstacles such as buildings and sound barriers.

Noise has a significant effect on the quality of life. An individual’s reaction to a particular noise depends on many factors such as the source of the noise, its loudness relative to the background noise level, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, for most receivers, a 5 dBA change in community noise levels is clearly noticeable, a 3 dBA change is the smallest increment that is perceivable, and 1 to 2 dBA changes are not detectable. Although each individual’s reaction to noise may vary, it is clear that noise is a significant component of the environment, and excessively noisy conditions can affect health and well-being. The effects of noise are often only transitory,

but adverse effects can be cumulative with prolonged or repeated exposure. Noise effects on a community can be organized into six broad categories: sleep disturbance; permanent hearing loss; human performance and behavior; social interaction or communication; extra-auditory health effects; and general annoyance.

4.6.1.2 Fundamentals of Environmental Vibration

Vibration is defined as any oscillatory motion induced in a structure or mechanical device as a direct result of some type of input excitation such as forces, moments, or pressure fields. Vibration is transmitted through solid material such as the ground by wave motion, giving rise to the terminology of “groundborne” vibration. Groundborne vibration propagates from sources such as railways and roads through the ground into nearby structures and buildings. Soil properties affect the propagation of groundborne vibration.

The vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. When groundborne vibration interacts with a building there is usually a ground-to-foundation coupling loss, but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as the rattling of windows or items on shelves or the motion of building surfaces. Vibration of building surfaces can also be radiated as sound and heard as a low-frequency rumbling noise, known as groundborne noise.

Groundborne vibration can be expressed in terms of the peak particle velocity (PPV) of the soil particles resulting from a disturbance in inches per second. Agencies such as Caltrans use the PPV descriptor because it correlates well with damage and complaints due to vibration. Caltrans estimates that the threshold of perception for vibration is approximately 0.006 inches/second PPV and the level at which continuous vibration begins to annoy people is approximately 0.010 inches/second PPV.

4.6.1.3 Existing Noise Conditions

Operational Noise Sources

The project site is currently developed with a 110,000-square foot building, a parking structure, a surface parking lot, and an access road. The existing building is a “warm shell” with limited interior improvements. It is not in use and does not generate operational noise. The existing access road is blocked. No access is provided to the site and the existing access road and parking facilities do not generate operational noise. A temporary, portable security office is currently located on site. The facility does not include any noise generating equipment.

The project site is surrounded by single-family residential development to the north, and business park development to the west, south, and east. Businesses in the developments surrounding the site include medical offices, small distribution facilities, and laboratories that do not require machinery that would generate noise levels beyond those typical of general office use. The small distribution facilities would generate heavy duty truck trips on a regular basis, but do not have the loading docks or other access necessary to accommodate the truck traffic typical of a distribution center. General office use and residences are not sources of substantial operational noise. Occasional nuisance noise may result from residences and parking lots, such as loud music or car alarms. Some manufacturing uses are located in the business parks to the east of the site and would have the potential to generate operational noise from the

use of heavy machinery. The manufacturing use located closest to the project site is Scripps Mesa Glass, located approximately 680 feet southwest of the site.

Transportation Noise Sources

Aviation

The nearest airport to the project site is the Marine Corps Air Station (MCAS) Miramar, located approximately 12 miles south of the project site in the City of San Diego. The airport is operated by the U.S. Marine Corps. The airport is a military installation. It is designated as a master jet facility and serves both fixed and rotary-wing aircraft. According to the Airport Land Use Compatibility Plan (ALUCP) for MCAS Miramar, the airfield is currently authorized for 112,242 annual aircraft operations (SDCRAA 2011). Due to distance, the project site is not located within the 60 dBA CNEL noise contour for the airport, or within the airport's area of influence.

Roadways

The project site is situated on Rancho Bernardo Road between Matinal Road and Olmeda Way. The entrance to the project site is approximately 0.8 mile west of I-15. An existing access driveway at the intersection of Rancho Bernardo Road and Matinal Road provides the only vehicular access to the project site. Table 4.6-2 shows the existing noise levels generated by the roadways surrounding the project site. As shown in this table, all segments of Rancho Bernardo Road currently generate noise levels at 50 feet from the roadway centerline that exceed 60 dBA CNEL, the noise compatibility standard for residences, and the noise compatibility standard of 70 dBA for higher education use. Noise levels on West Bernardo Drive exceed the noise compatibility standard of 65 dBA for commercial and office use, but do not exceed the conditionally compatible noise standard of 75 dBA. The noise level on Via Del Campo does not exceed the noise compatibility standard for office or commercial use, or for higher education use.

Table 4.6-2 Existing Roadway Noise Levels

Roadway	Segment	Existing Average Daily Trips	Noise Level at 50 feet from Roadway Centerline (dBA CNEL)
Rancho Bernardo Road	Camino San Bernardo Road to Via Del Campo	26,840	73
	Via Del Campo to Matinal Road	27,710	73
	Matinal Road to West Bernardo Drive	27,850	73
	West Bernardo Drive to I-15 SB Ramps	46,260	78
West Bernardo Drive	Via Del Campo to Bernardo Center Drive	13,200	68
Via Del Campo	Rancho Bernardo Road to West Bernardo Drive	4,880	62

Source: LLG 2015 (traffic data); FHWA 2004 (noise level estimates).

See Appendix F, Noise Technical Report, for noise model assumptions and output.

Railroads

The Rancho Bernardo community is not serviced by a railroad line. The closest rail line is the SPRINTER light rail line. The eastern terminus of the line is located approximately seven miles north of the project site in the City of Escondido. According to noise technical report prepared for the City of Escondido General Plan Update (Atkins 2011), the 60 dBA CNEL noise contour for the SPRINTER is 50 feet from the track alignment.

Ambient Noise Levels

Ambient sound level surveys were conducted on November 20, 2012 and May 14, 2015, to quantify the noise environment on the project site and in the surrounding area. A total of four measurements were taken. The monitoring locations are shown on Figure 4.6-1, Noise Measurement Locations. The measurements were taken during the daytime and were 15 minutes in duration. A Larson Davis 820 and 831 ANSI (American National Standards Institute) Type I Integrating Sound Level Meter calibrated with a Larson Davis CAL200 calibrator were used to record ambient sound levels. Weather conditions during the November 2012 measurements were calm with a warm temperature and partly-cloudy to clear skies. Weather conditions during the May 2015 measurements were calm with cool temperatures and cloudy skies. Table 4.6-3 summarizes the measured Leq and noise sources for the monitoring locations.

Table 4.6-3 Ambient Sound Level Measurements (dBA)

Site	Location	Daytime Noise Sources	Date/Time	Leq	Lmax	Lmin
1	Northwest corner of business park east of the project site (16980 Via Tazon)	Traffic on Rancho Bernardo Road, overhead plane, conversation in parking lot	5-14-2015/ 8:37 a.m.	57.8	78.0	44.9
2	Corner of Olmeda Road and Rancho Bernardo Road in the residential neighborhood north of the project site.	Traffic on Rancho Bernardo Road	5-14-2015/ 9:08 a.m.	62.9	81.4	43.2
3	Corner of Matinal Road and Capilla Road in the residential neighborhood north of the project site.	Traffic on Rancho Bernardo Road and Matinal Road.	5-14-2015/ 9:37 a.m.	59.8	75.4	40.9
4	On the project site, in the existing surface parking lot north of the on-site office structure.	Traffic on Rancho Bernardo Road	11-20-2012 / 11:28 a.m.	52.12	71.15	41.32

Source: Atkins, November 20, 2012 and May 14, 2015; ambient measurements were 15 minutes in duration.

The results of the ambient noise survey reflect noise levels that range between 52 dBA on the proposed project site, and 63 dBA Leq adjacent to Rancho Bernardo Road. The primary noise source at all four locations was traffic on Rancho Bernardo Road. The San Diego General Plan considers noise levels up to 60 dBA CNEL to be compatible, and noise levels up to 65 dBA CNEL conditionally compatible, with single-family residences. Noise levels up to 70 dBA are considered compatible with higher education institutional facilities. Noise levels up to 65 dBA CNEL are considered compatible with commercial and office development, with noise levels up to 75 dBA CNEL considered conditionally compatible. Based on the City of San Diego noise compatibility guidelines, ambient noise levels measured within the project site are compatible with existing land uses on the project site and surrounding area, with the exception of the residences adjacent to Rancho Bernardo Road. Measured noise levels at the residences closest to Ranch Bernardo Road exceed the compatibility guideline of 60 dBA CNEL, but are within the conditionally compatible guideline of 65 dBA.

Noise-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 residences, schools, hospitals, libraries, parks, and places of worship. Industrial and commercial land uses are generally not considered sensitive to noise. The term “noise receptor” is often used to represent a specific location where individuals would be exposed to noise, such as a specific residence. The nearest NSLU to the project site are the residences located north of the project site across Rancho Bernardo Road. The remaining land uses in the project area include office and commercial uses that are not considered noise sensitive.



Source: GoogleEarthPro, Atkins 2015

Vibration-Sensitive Land Uses

Land uses in which groundborne vibration could potentially interfere with operations or equipment, such as research, manufacturing, hospitals, and university research operations (FTA 2006) are considered “vibration-sensitive.” 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. The business parks to the east of the project site include several vibration sensitive land uses, including laboratories, medical offices, and manufacturing facilities. The nearest vibration sensitive land use to the project site is the Sharp Rees-Stealy Rancho Bernardo Urgent Care Center, located approximately 330 feet east of the project site. Medical offices often include equipment that may be sensitive to excessive groundborne vibration. Two laboratories are located approximately 520 and 580 feet east of the project site, and the Scripps Mesa Glass manufacturing business is located approximately 680 feet east of the project site.

4.6.2 Regulatory Framework

4.6.2.1 Federal

Federal Aviation Administration Standards

Code of Federal Regulations Title 14, Part 150, which is enforced by the Federal Aviation Administration (FAA), regulates airport noise compatibility planning. This regulation prescribes the procedures, standards, and methodology 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. This regulation also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. The FAA considers all land uses to be compatible with exterior noise levels less than 65 dBA Ldn (or CNEL).

Federal Highway Administration Standards

Code of Federal Regulations Title 23, Part 772, which is enforced by the Federal Highway Administration (FHWA), regulates procedures for the abatement of highway traffic noise and construction noise. The purpose of this regulation is to provide procedures for noise studies and noise abatement measures to help protect the public health, welfare, and livability; to supply noise abatement criteria; and to establish requirements for information to be given to local officials for use in the planning and design of highways. All highway projects which are developed in conformance with this regulation shall be deemed to be in conformance with the FHWA Noise Standards. The FHWA has established 67 dBA as the worst-case hourly average noise level criteria for construction noise impacts of federal highway projects to residential and recreational land uses.

Federal Transit Administration Standards

Although the Federal Transit Administration (FTA) standards are intended for federally funded mass transit projects, the impact assessment procedures and criteria included in the Transit Noise and Vibration Impact Assessment Manual (FTA 2006) are routinely used for projects proposed by local jurisdictions. The FTA has published guidelines for assessing the impacts of groundborne vibration associated with rail projects, which have been applied by other jurisdictions to other types of projects. The FTA’s measure of

the threshold of architectural damage for conventional sensitive structures from groundborne vibration is 0.2 inch/second PPV.

4.6.2.2 State

California Noise Control Act of 1973

The California Noise Control Act of 1973 (California Health and Safety Code Sections 46000–46080) defines noise as “excessive undesirable sound, including that produced by persons, pets and livestock, industrial equipment, construction, motor vehicles, boats, aircraft, home appliances, electric motors, combustion engines, and any other noise-producing objects.” The Noise Control Act finds and declares the following:

- a) Excessive noise is a serious hazard to the public health and welfare.
- b) Exposure to certain levels of noise can result in physiological, psychological, and economic damage.
- c) There is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas.
- d) Government has not taken the steps necessary to provide for the control, abatement, and prevention of unwanted and hazardous noise.
- e) The State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise.
- f) All Californians are entitled to a peaceful and quiet environment without the intrusion of noise which may be hazardous to their health or welfare.
- g) It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

For these reasons, it is the purpose of the Noise Control Act is to establish a means for effective coordination of state activities in noise control and to take such actions as will be necessary to achieve this end.

California Department of Transportation

The California Department of Transportation (Caltrans) provides guidelines for assessing groundborne vibration impacts based on screening distances. According to Caltrans, major construction activity within 200 feet and pile driving within 600 feet of a vibration sensitive use would be potentially disruptive to vibration sensitive operations (Caltrans 2002).

4.6.2.3 Local

Although the PCCD is constitutionally autonomous and is, therefore, exempt from municipal regulation, local standards (i.e., City of San Diego) may be relevant in establishing guidelines and evaluating impacts. The PCCD typically pursues consistency with local general plans, ordinances, and policies where feasible. Furthermore, City regulations are relevant for addressing PCCD development projects that would affect adjacent NSLUs located within the City’s jurisdiction.

City of San Diego Noise Level Compatibility Standards

The City of San Diego has adopted Noise Level Compatibility Standards in its General Plan for various land uses, as shown in Table 4.6-4. Based on the City's General Plan noise guidelines, the project would be considered a commercial use. A compatible land use indicates that standard construction measures will attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with minimal noise interference. For land uses indicated as conditionally compatible, structures must be capable of attenuating exterior noise to the indoor noise level identified in Table 4.6-4. For land uses indicated as incompatible, new construction should generally not be undertaken. Due to severe noise interference, outdoor activities are unacceptable and extensive mitigation techniques are required for structures to make the indoor environment acceptable (City of San Diego 2008).

Table 4.6-4 City of San Diego Noise and Land Use Compatibility Guidelines

Land Use	Exterior Noise Exposure (dBA CNEL)					
	50	55	60	65	70	75
Open Space Parks and Recreational						
Community & Neighborhood Parks; Passive Recreation						
Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields; Outdoor						
Agricultural						
Crop Raising & Farming; Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables						
Residential						
Single Units; Mobile Homes; Senior Housing			45 ⁽¹⁾			
Multiple Units; Mixed-Use Commercial/ Residential; Live Work; Group Living Accommodations			45 ⁽¹⁾	45 ⁽¹⁾		
Institutional						
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Places of Worship; Child Care Facilities			45 ⁽¹⁾			
Vocational or Professional Educational Facilities; Higher Education Institution Facilities (Community or Junior Colleges, Colleges, or Universities)			45 ⁽¹⁾	45 ⁽¹⁾		
Cemeteries						
Sales						
Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories				50 ⁽¹⁾	50 ⁽¹⁾	
Commercial Services						
Building Services; Business Support; Eating & Drinking; Financial Institutions; Assembly & Entertainment; Radio & Television Studios; Golf Course Support				50 ⁽¹⁾	50 ⁽¹⁾	
Visitor Accommodations			45 ⁽¹⁾	45 ⁽¹⁾	45 ⁽¹⁾	
Offices						
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters				50 ⁽¹⁾	50 ⁽¹⁾	

 Compatible
  Conditionally Compatible
  Incompatible

⁽¹⁾ Indoor compatible noise level

Source: City of San Diego 2008

City of San Diego Noise Ordinance

The City also has a Noise Ordinance that is intended to address impacts from construction, fixed source, and/or operational noise (City of San Diego 2005). The City's Noise Ordinance is contained in Chapter V, Article 9.5, Section 59.5.0401 of the *City of San Diego Municipal Code* and contains the maximum one-hour average sound levels for various land uses for fixed source and/or operational noise, as shown in Table 4.6-5.

Table 4.6-5 City of San Diego Exterior Noise Level Limits

Land Use Zone	Time of Day	1 Hour Average Sound Level (decibels)
Residential: All R-1 (single family)	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
All R-2 (small multiple-family)	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
R-3, R-4 and all other Residential (large multiple-family)	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
All 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
Manufacturing all other Industrial, including Agriculture and Extractive Industry	Anytime	75

Source: City of San Diego Noise Ordinance Section 59.5.0401(a) 2005

Section 59.5.0502 of the City's Noise Ordinance established requirements for leaf blowers. Leaf blowers are required not to exceed 65 decibels measured at a distance of 50 feet or greater from the point of noise origin. Leaf blowers must be equipped with functional mufflers and an approved sound-limiting device to ensure that the leaf blower is not capable of generating a sound level that would exceed this noise level limit. Additionally, the operation of leaf blowers is restricted to 8:00 a.m. to 7:00 p.m. on weekdays and 9:00 a.m. to 5:00 p.m. on weekends.

Section 35.3077.102 of the City's Noise Ordinance establishes requirements for blasting activities. Blasting activities require notification to all residences and business within 600 feet. An approved inspector is required to inspect all structures (including mobile homes) within three hundred feet of the blast site before blasting operations. Blasting is only permitted between the hours of 7:00 am and 6:00 pm or one-half hour before sunset whichever occurs first, Monday through Saturday.

Construction noise is governed by City Noise Ordinance Section 59.5.0404. Relevant portions of this ordinance are cited below.

- A. It shall be unlawful for any person, between the hours of 7:00 p.m. of any day and 7:00 a.m. 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.

- B. It shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 a.m. to 7:00 p.m.

Rancho Bernardo Community Plan

The Rancho Bernardo Community Plan serves as a guide for public and private development within the community. It does not include a noise element or any specific guidelines for acceptable noise levels in the project area. The Circulation Element does include an objective to ensure that project approvals are conditioned upon provision of noise mitigation measures to achieve compatibility with existing and projected land uses (City of San Diego 1978).

4.6.3 Impacts and Mitigation

4.6.3.1 Issue 1 – Excessive Noise Levels

Would the proposed PCCD South Education Center result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts relating to operational noise are considered significant when project activities create noise exceeding the standards identified by the applicable jurisdictions where either the project or the affected land uses are located. For the purposes of this analysis, a significant impact would result if project-related noise would result in exposure of NSLUs to noise levels exceeding 60 dBA CNEL (for continuous noise) or a one-hour average of 60 dBA Leq for short-term or intermittent noise sources.

Impact Analysis

This section addresses the potential for sensitive receptors to be exposed to excessive noise levels from proposed educational facilities. Potential impacts are discussed below by noise source, followed by a discussion of overall noise and the potential for sensitive receptors in surrounding areas to be exposed to excessive noise levels from the project. Implementation of the PCCD South Education Center would have the potential to generate noise levels in excess of established standards with the development of new stationary sources of noise and by increasing human activity throughout the project site. Potential noise generating facilities on site include the parking lot and outdoor activity areas. The South Education Center operating hours would be from 7:00 a.m. to 10:00 p.m. Monday thru Friday with limited course offerings on Saturday. It would be subject to the City's nighttime noise limits between 6:00 a.m. and 7:00 a.m., the daytime limits between 7:00 a.m. and 7:00 p.m., and evening limits between 7:00 p.m. and 10:00 p.m. The potential for a permanent increase in noise levels that would occur as a result of increased traffic on roadways is addressed in Section 4.6.3.3, Issue 3: Permanent Increase in Ambient Noise Levels.

The South Education Center exterior areas are situated in the southern and northern portions of the project site. The site is currently developed with an unfinished business park which consists of a single four-story, 110,000 square-foot building, a four-story, 574-space parking structure, and a 218-space surface parking lot. Proposed improvements include the installation of walking paths, landscaping, and drainage. The existing parking structure and surface parking spaces would remain in place. The walking paths would be passive uses that would generally not generate noise levels beyond normal conversation. The noise level for normal conversation is approximately 65 dBA at three feet and would not exceed 50 dBA more than 20 feet from the source (Caltrans 1998). These passive uses are separated from all NSLUs by at least 500 feet due to roadways and landscaping. Therefore, these uses would not result in a new source of noise with the potential to exceed the City's noise limits, and a significant impact would not occur.

Noise sources from parking areas include car alarms, door slams, radios, and tire squeals. These sources typically range from about 30 to 66 dBA at a distance of 100 feet (Gordon Bricken & Associates 1996), and are generally short-term and intermittent. However, noise sources from the parking areas would be different from each other in kind, duration, and location, so that the overall effects would be separate and in most cases would not affect noise-sensitive receptors at the same time. Therefore, noise generated from the parking spaces throughout the park would be less than significant. Implementation of the South Education Center renovations would not expose NSLUs to excessive noise levels and a significant impact would not occur.

In addition to the uses proposed above, the exterior areas as a whole would require regular landscape maintenance. Landscaping would require the use of powered equipment that would have the potential to generate excessive noise levels. However, landscape equipment would be subject to Section 10.80.101 of the City's noise ordinance. The ordinance prohibits operation of landscaping equipment between the hours of 7:00 p.m. and 7:00 a.m. during Pacific Standard Time and between 8:00 p.m. and 7:00 a.m. during Pacific Daylight Savings Time. All landscaping power equipment is required to conform to the City's noise limitations listed in Table 4.6-5. Therefore, compliance with the City's noise ordinance would ensure that landscaping activities would not result in a new source of excessive noise levels. Impacts would be less than significant.

Mechanical HVAC equipment is typically located on the ground or on rooftops of buildings and would have the potential to generate noise levels that average 65 dBA at a distance of 50 feet, and may run continuously during the day and night. Depending on where it is located, HVAC equipment could have the potential to generate noise that would exceed the City's hourly exterior noise limit for adjacent residences of 50 dBA during daytime hours, 45 dBA during evening hours, and 40 dBA at night, or the daytime limit of 60 dBA for commercial uses. For a single point source such as a piece of mechanical equipment, the sound level normally decreases by about 6 dBA for each doubling of distance from the source. The nearest residential NSLU with exterior uses is approximately 585 feet from the center of the existing structure. Existing HVAC systems located on the rooftop are shielded by mechanical screening. Accounting for the distance to the nearest residential NSLU and partial shielding from mechanical screening, HVAC noise levels would not exceed the City's nighttime standard of 40 dBA. Impacts would be less than significant.



Source: GoogleEarthPro, Atkins 2015

FIGURE 4.6-2
Noise Receptor Locations

As described above, the proposed uses for the PCCD South Education Center are passive and would not generate substantial operational noise. Noise from human activity, which would generally consist of normal conversation, would be scattered throughout the exterior areas and would not combine to generate higher noise levels. HVAC equipment would create a new source of noise; however, compliance with the City's noise ordinance would ensure that noise is not excessive and would not substantially disturb adjacent residents. Therefore, impacts would be less than significant.

On-site Uses

This section addresses the potential for new NSLUs/sensitive receptors at the proposed PCCD South Education Center to be exposed to excessive noise levels. The project site is surrounded primarily by commercial and residential development. Offices, churches, and residences are typically not sources of substantial operational or mechanical noise. Occasional nuisance noise may result from the adjacent residences and office parking lots, including noise from loud music and/or car alarms. Daytime noise levels on the project site were measured at 52 dBA Leq (see Table 4.6-3). In addition, traffic noise levels on the roadways surrounding the project site would not exceed 65 dBA CNEL when propagated onto the project site. These ambient noise levels comply with the City's noise compatibility standard of 65 dBA CNEL for professional education facilities. Implementation of the proposed project would not result in the exposure of the new NSLUs to excessive noise levels. Thus, impacts would be less than significant.

Mitigation Measures

Impacts related to excessive noise levels would be less than significant without mitigation. Thus, no mitigation is required.

4.6.3.2 Issue 2 – Excessive Groundborne Vibration

Would the proposed PCCD South Education Center result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed may have a significant adverse impact if it would result in the exposure of persons to or generation of excessive groundborne vibration equal to or in excess of 0.2 in/sec PPV. Construction activities within 200 feet and pile driving within 600 feet would be potentially disruptive to vibration-sensitive operations (Caltrans 2002).

Impact Analysis

The main concerns associated with groundborne vibration from this type of project are annoyance and damage; however, vibration-sensitive instruments and operations, such as those found in hospitals and laboratories, can be disrupted at much lower levels than would typically affect other uses. In extreme cases, the vibration can cause damage to buildings, particularly those that are old or otherwise fragile. No vibration-sensitive land uses are proposed as part of the project or currently exist on the project site. Therefore, this analysis focuses on the potential for the project to generate vibration at surrounding medical, laboratory, educational, and religious uses. Construction of the looped road would require grading, but not deep excavation, and therefore it is assumed that blasting would not occur on the project site.

Vibration-sensitive instruments and operations may require special consideration during construction. Vibration criteria for sensitive equipment and operations are not defined and are often case specific. In general, the criteria must be determined based on manufacturer specifications and recommendations by the equipment user. As a guide, major construction activity within 200 feet and blasting within 500 feet may be potentially disruptive to sensitive operations (Caltrans 2002).

Construction Vibration

The nearest existing vibration-sensitive land uses to potential heavy duty equipment operation areas on the project site are medical, laboratory, educational, and religious uses to the south of the project site and residential uses to the north of the project site. The nearest of these uses is currently 100 feet from the nearest project boundary line, but more than 200 feet from the center of primary heavy duty equipment operation areas. Vibration levels attributable to heavy duty construction equipment decrease rapidly as they spread through the ground from the source. Vibration levels from the heaviest piece of equipment would attenuate to 0.191 PPV and 69 VdB at 100 feet, which would comply with applicable vibration standards at adjacent uses. Therefore, impacts attributable to heavy duty construction equipment vibration would be less than significant.

Mitigation Measures

Implementation of the project would not result in significant impacts related to groundborne vibration. No mitigation is required.

4.6.3.3 Issue 3 – Permanent Increase in Ambient Noise Levels

Would the proposed PCCD South Education Center result in a substantial permanent increase in ambient noise levels in the project vicinity above level existing without the project?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. For transportation-related noise, impacts are considered significant if the project volumes would result in an increase in the ambient noise environment: (1) by more than 3 dBA CNEL (because changes in noise levels of less than 3 dBA are generally not detectable to the human ear); or (2) that would expose NSLU to noise levels in exceedance of 60 dBA CNEL.

Impact Analysis

This section addresses the potential for implementation of the South Education Center to permanently increase ambient noise levels as a result of increased traffic noise. The potential for other noise sources associated with project implementation to result in increases in noise levels that would expose NSLU to excessive noise levels is addressed in Section 4.6.3.1, Issue 1: Excessive Noise Levels.

The potential for the project to permanently increase traffic noise is addressed under the following scenarios: near-term and future (Year 2035). Traffic volumes for each roadway are included in the Appendix G, Traffic Impact Analysis, of this EIR. Noise levels for area roadways were calculated using standard noise modeling equations adapted from the FHWA noise prediction model. The modeling

calculations take into account the posted vehicle speed, average daily traffic volume, and the estimated vehicle mix. The estimates are conservative because the model does not take into account buildings or topography that would provide noise attenuation. Noise levels at distances further from the source than the specific receptor would be lower due to attenuation provided by increased distance from the noise source. Generally, noise from heavily traveled roadways would experience a decrease of approximately 3 dBA for every doubling of distance from the roadway.

Near-Term Scenario

Existing and near-term increases in traffic, with and without the project, are provided in Table 4.6-6. As shown in this table, in the near-term all modeled segments of Rancho Bernardo Road would continue to generate noise levels that exceed the applicable noise threshold from Table 4.6-3, either 65 dBA CNEL for residences or 70 dBA CNEL standards for offices and professional uses. West Bernardo Drive and Via Del Campo would not exceed the 70 dBA CNEL threshold for office and professional uses. With implementation of the proposed project, noise levels along Rancho Bernardo Road would continue to meet or exceed the applicable noise compatibility threshold. However, the project would not result in any discernable increase in noise level compared to existing conditions or conditions without the proposed project. The project would also not result in any increase in noise level on Via Del Campo or West Bernardo Drive. Therefore, the project would not result in a significant traffic noise impact under the Near-Term + Project scenario.

Table 4.6-6 Near-Term + Project Traffic Noise Levels

Roadway/Segment	Applicable Threshold	Existing	Near Term (No Project)	Exceeds Threshold without Project?	Near Term + Project	Increase in Noise Level	Significant Impact?
Rancho Bernardo Road / Camino San Bernardo Road to Via Del Campo	70	73	73	Yes	74	1	No
Rancho Bernardo Road / Via Del Campo to Matinal Road	65	73	74	Yes	74	0	No
Rancho Bernardo Road / Matinal Road to West Bernardo Drive	65	73	74	Yes	74	0	No
Rancho Bernardo Road / West Bernardo Drive to I-15 SB Ramps	65	78	78	Yes	79	1	No
West Bernardo Drive / Via Del Campo to Bernardo Center Drive	70	68	68	No	68	0	No
Via Del Campo / Rancho Bernardo Road to West Bernardo Drive	70	62	62	No	62	0	No

Note: Noise levels are calculated at 50 feet from roadway centerline. Noise levels are based upon traffic data provided by LLG (2015). Traffic levels for each roadway are included in Appendix G, Traffic Impact Analysis, of this EIR.

Decibel levels are rounded to the nearest whole number. See Appendix F of this EIR, Noise Technical Report, for the data sheets.

Future (Year 2035) Scenario

The Future (Year 2035) scenario includes buildout of the project as well as the cumulative growth and development in the Rancho Bernardo Community anticipated by the Year 2035. Future increases in traffic,

with and without the project, are provided in Table 4.6-7. As shown in this table, modeled segments of Rancho Bernardo Road would continue to exceed the applicable thresholds for residences and offices without implementation of the project. West Bernardo Drive and Via Del Campo would not exceed the 70 dBA CNEL threshold for office and professional uses without the project. Implementation of the project would not result in a discernable increase in noise levels along any of the modeled roadway segments when compared with existing conditions or future conditions without project. Therefore, the project would not result in a significant impact.

Table 4.6-7 Future (Year 2035) Traffic Noise Levels

Roadway/Segment	Applicable Threshold	Future	Exceeds Threshold without Project?	Future + Project	Increase in Noise Level	Significant Impact?
Rancho Bernardo Road / Camino San Bernardo Road to Via Del Campo	70	74	Yes	74	0	No
Rancho Bernardo Road / Via Del Campo to Matinal Road	65	74	Yes	74	0	No
Rancho Bernardo Road / Matinal Road to West Bernardo Drive	65	74	Yes	74	0	No
Rancho Bernardo Road / West Bernardo Drive to I-15 SB Ramps	65	78	Yes	79	1	No
West Bernardo Drive / Via Del Campo to Bernardo Center Drive	70	69	No	69	0	No
Via Del Campo / Rancho Bernardo Road to West Bernardo Drive	70	63	No	63	0	No

Note: Noise levels are calculated at 50 feet from roadway centerline. Noise levels are based upon traffic data provided by LLG (2015). Traffic levels for each roadway are included in Appendix G, Traffic Impact Analysis, of this EIR.

Decibel levels are rounded to the nearest whole number. See Appendix F of this EIR, Noise Technical Report, for data sheets.

Mitigation Measures

Impacts related to permanent increases in ambient noise levels would be less than significant without mitigation. Thus, no mitigation is required.

4.6.3.4 Issue 4 – Temporary Increase in Ambient Noise Levels

Would the proposed PCCD South Education Center result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would result in exposure of persons to or generation of noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies, or otherwise result a substantial temporary or periodic increase in ambient noise levels in the campus vicinity above levels existing without implementation of the proposed project.

Impact Analysis

Construction of the facilities proposed the South Education Center would generate noise that could expose nearby NSLU to elevated noise levels that may disrupt communication and routine activities. 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. Sound levels from typical construction equipment range from 60 dBA to 90 dBA Leq at 50 feet from the source (FHWA 2008). Noise from construction equipment generally exhibits point source acoustical characteristics. Strictly speaking, a point source sound decays at a rate of 6 dBA per doubling of distance from the source. The rule applies to the propagation of sound waves with no ground interaction.

The project would construct an approximately 1,238 foot-long looped road connecting the existing parking lot to the existing parking structure; implement drainage improvements; and install walkways, hardscape areas, and landscaping. Construction would begin in July 2016 and be completed in January 2018.

Construction Noise

Standard equipment, including front end loaders, backhoes, graders, and dozers, would be used for construction of the proposed project. Noise levels from construction on the project site were determined based on the construction equipment list provided by the applicant and typical equipment noise levels determined by the Roadway Construction Noise Model (RCNM) (FHWA 2008). The six noisiest pieces of construction equipment (grader, dozer, tractor, scraper, excavator, and paver) that could be required for the project were assumed to operate simultaneously in the same location, which would have the potential to generate noise levels up to 87 dBA at 50 feet from the construction site. These estimates are conservative because construction equipment would be spread out over several acres and would not be operating all at once.

The project site is surrounded by NSLU, including single-family residences, medical facilities, laboratories, educational institutes, and a church, the closest of which is located approximately 180 feet from the project boundary. The site is located 250 feet from a residential neighborhood and additional NSLU are located beyond the homes located north of the site. The worst-case construction noise levels would range from approximately 70 dBA to 75 dBA at the residential and medical, laboratory, educational, and religious uses to the north and south of the project site, respectively.

Although the project is not expected to exceed the City's construction noise limit of 75 dBA during the 12-hour period from 7:00 a.m. to 7:00 p.m., the exposure of short-term construction noise may be considered disruptive to adjacent uses during construction daytime operations. Because construction would comply with the applicable regulation for construction noise, temporary increases in noise levels from typical construction activities would be less than significant.

Mitigation Measures

Implementation of the project would not result in significant impacts from construction noise. No mitigation is required.

4.6.4 Cumulative Impacts

Noise is a localized phenomenon, and reduces in magnitude as distance from the source increases. Consequently, only projects and growth due to occur in the residential neighborhoods directly adjacent to the campus boundaries or impacts to the surrounding circulation system would be likely to contribute to cumulative noise impacts. It is not foreseeable that additional aviation uses would be introduced in the immediate campus area. Neither future development within the Rancho Bernardo, nor implementation of the proposed project would be likely to have any effect on future air traffic operations. Cumulative development in the surrounding Rancho Bernardo community is not likely to result in the exposure of people to or the generation of excessive groundborne vibration and/or noise levels, due to the localized nature of vibration impacts and because construction activities would not occur all at the same time or at the same location. Therefore, these issues are not subject to a cumulative impact analysis, and are not addressed in this section.

4.6.4.1 Substantial Permanent Ambient Noise Increases

Buildout of the proposed project, along with future cumulative growth in the Rancho Bernardo community, would result in increases in traffic that would cumulatively increase traffic noise. A significant cumulative impact would occur if the project, in combination with the other cumulative projects, would cause a roadway to exceed the City's noise compatibility standard for adjacent land uses. The potential noise impacts that would result from cumulative projects and cumulative growth are included in the Future (Year 2035) scenario. Table 4.6-8 compares Future (Year 2035) traffic noise levels to existing conditions. As shown in this table, noise levels along Rancho Bernardo Road would exceed the applicable noise threshold under the existing and future scenarios, and noise level would increase by 1 or 2 dBA CNEL in the future. A future increase in noise level would also occur on West Bernardo Road and Via Del Campo; however, noise levels would not exceed the 70 dBA CNEL threshold for office and professional uses. Additionally, none of the increases in noise level would be substantially attributable to the proposed project. Therefore, a cumulative impact associated with cumulative traffic noise would not occur on the area roadways.

4.6.4.2 Temporary Increases in Ambient Noise

Construction noise impacts are localized in nature because they are limited to the construction site where construction equipment is operating. As discussed in Section 4.6.3.4, sound levels from project construction would be up to 75 dBA approximately 250 feet from the construction site (FHWA 2008). However, there are no approved, planned, or foreseeable projects in the vicinity that would generate similar construction noise levels and the project would be subject to the San Diego construction noise ordinance, which limits construction noise to 75 dBA during the 12-hour period from 7:00 a.m. and 7:00 p.m. Compliance with the San Diego noise ordinance would reduce impacts to a less than significant level. Therefore, a significant cumulative impact would not occur.

Table 4.6-8 Cumulative Traffic Noise Impacts

Roadway/Segment	Existing ⁽¹⁾	Future (Year 2035) + Project	Increase in Noise Level	Significant Cumulative Impact?	Increase Attributable to Project ⁽¹⁾	Cumulatively Considerable Contribution?
Rancho Bernardo Road / Camino San Bernardo Road to Via Del Campo	73	74	+1	No	0	No
Rancho Bernardo Road / Via Del Campo to Matinal Road	73	74	+1	No	0	No
Rancho Bernardo Road / Matinal Road to West Bernardo Drive	73	74	+1	No	0	No
Rancho Bernardo Road / West Bernardo Drive to I-15 SB Ramps	78	79	+1	No	1	No
West Bernardo Drive / Via Del Campo to Bernardo Center Drive	68	69	+1	No	0	No
Via Del Campo / Rancho Bernardo Road to West Bernardo Drive	62	63	+1	No	0	No

N/A = Not applicable because noise level would not exceed the 70 dBA threshold for office and professional uses.

⁽¹⁾ Based on the results in Tables 4.6-6 and 4.6-7. The project's contribution to the cumulative noise impact is based on the increase in traffic noise attributable to the proposed project under the Future (Year 2035) scenario. If the project's contribution is less than three decibels, the project's contribution is not cumulatively considerable.

Note: Noise levels are calculated at 50 feet from roadway centerline. Noise levels are based upon traffic data provided by LLG (2015). Traffic levels for each roadway are included in Appendix G, Traffic Impact Analysis, of this EIR.

Decibel levels are rounded to the nearest whole number. See Appendix F of this EIR, Noise Technical Report, for data sheets.

4.6.4.3 Groundborne Vibration

Similar to noise effects, vibration is a localized phenomenon and is progressively reduced as the distance from the source increases. Therefore, the area of projects that would be considered for the vibration cumulative analysis would be only those projects close to the project site. There are no approved, planned or foreseeable projects in the vicinity that would generate similar vibration. Therefore, vibration generated by construction on the project site and other sites would not combine to generate cumulative vibration impacts. Once constructed, the proposed land use would not generate a significant source of vibration during normal operation. Therefore, a significant cumulative vibration impact would not occur.

4.6.5 CEQA Checklist Items Deemed Not Applicable to the Project

Would the proposed PCCD South Education Center be located within 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, and expose people residing or working in the project area to excessive noise levels?

The proposed PCCD South Education Center is not located within two miles of a public airport or public use airport. The nearest airport to the project site is MCAS Miramar, located approximately 12 miles south of the project site in the City of San Diego. The airport is a military installation operated by the U.S. Marine Corps. It is designated as a master jet facility and serves both fixed and rotary-wing aircraft. According to the Airport Land Use Compatibility Plan (ALUCP) for MCAS Miramar, the airfield is currently authorized for 112,242 annual aircraft operations (SDCRAA 2011). Due to distance, the project site is not located within the 60 dBA CNEL noise contour for the airport, or within the airport's area of influence. Thus, the

proposed project would not expose people residing or working in the project area to excessive noise levels associated with a public airport or public use airport. Thus, no impacts would occur.

Would the proposed PCCD South Education Center be located within the vicinity of a private airstrip, and expose people residing or working in the project area to excessive noise levels?

The proposed PCCD South Education Center is not located within the vicinity of a private airstrip. The closest private airstrip is the Pomerado Hospital Heliport, which is located approximately 2.5 miles southeast of the project site. Due to the distance from the heliport and the limited number of flights, the project site would not be subject to excessive noise levels related to heliport operations. Thus, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with a private airstrip, and no impacts would occur.

4.6.6 References

- Atkins. 2016. Palomar Community College District South Education Center Project Noise Technical Report. Prepared for the Palomar Community College District. March. (Appendix F of this EIR.)
- Atkins. 2011. City of Escondido Noise Technical Report, Planning Case No: PHG 09-0020. Prepared for the City of Escondido, Community Development Department. December.
- California Department of Transportation (Caltrans). 1998. Technical Noise Supplement – A Technical Supplement to the Traffic Noise Analysis Protocol, October 1998.
- California Department of Transportation (Caltrans). 2002. Transportation Related Earthborne Vibrations (TAV-02-01-R9201), February 20.
- City of San Diego. San Diego Municipal Code. Accessed February 4, 2013 at <http://www.sandiego.gov/city-clerk/officialdocs/legisdocs/muni.shtml>
- City of San Diego. 2008. City of San Diego General Plan. March 2008. Accessed February 4, 2013 at <http://www.sandiego.gov/planning/genplan/>
- Federal Highway Administration (FHWA). 2008. Roadway Construction Noise Model (RCNM). Version 1.1, December 8.
- Federal Transit Administration (FTA). 2006. Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06). May 2006.
- Galli Group Engineering Consulting (Galli Group). Anticipated Rock Excavation Frazier Park Estates Development. May, 20, 2005.
- Gordon Bricken and Associates. 1996. Acoustical Analysis Addendum to the Adopted Environmental Impact Report Disneyland Resort, City of Anaheim. February 1996.
- San Diego County Regional Airport Authority (SDCRAA). 2011. MCAS Miramar Airport Land Use Compatibility Plan. November 2011.

City of Rancho Bernardo. 2007. Rancho Bernardo Community Plan. February 2007. Accessed July 25, 2013 at <http://www.sandiego.gov/planning/community/profiles/ranchobernardo/pdf/rbcpsfullversion.pdf>

City of San Diego. 2005. San Diego Municipal Code, Article 9.5. Noise Abatement and Control (Section 59.5.0101 through 59.5.0811). November 28.

4.7 Paleontological Resources

This section describes the existing conditions at the project site and in surrounding areas with respect to paleontological resources; the potential environmental effects (direct, indirect, and/or cumulative) resulting from implementation of the proposed project; and mitigation measures to reduce or avoid potentially significant impacts. The information provided in this section is based on the previously approved MND for Rancho Bernardo Industrial Park North – Lot 11 (SCH No. 2005031034) (City of San Diego 2005), which is incorporated by reference pursuant to CEQA Guidelines Section 15150 and available for review at the PCCD office located at Palomar College, San Marcos Campus, 1140 West Mission Road, San Marcos, CA 92069-1487.

4.7.1 Existing Conditions

4.7.1.1 Defining Paleontological Resources

Paleontology is a branch of geology that studies the life forms of the past, especially prehistoric life forms, through the study of plant and animal fossils. Paleontological resources are the fossilized remains or traces of multi-cellular invertebrate and vertebrate animals and multi-cellular plants, including their imprints from a previous geologic period. Fossil remains, such as bones, teeth, shells, and leaves, are found in the geologic deposits (rock formations) where they were originally buried, and are important because they provide indicators of the earth's chronology and history. Paleontological resources include not only the actual fossil remains, but also the collecting localities and the geologic formations containing those localities. Paleontological resources represent a limited, non-renewable, and sensitive scientific and educational resource.

4.7.1.2 Paleontological Resource Sensitivity

The County of San Diego has assigned resource sensitivity ratings to geologic formations in the San Diego region based on their potential for yielding paleontological resources (County of San Diego 2011). The levels of paleontological resource sensitivity are defined as follows:

- **High Sensitivity.** High sensitivity is assigned to geologic formations known to contain paleontological localities with rare, well-preserved, and/or critical fossil materials for stratigraphic or paleoenvironmental interpretation, and fossils providing important information about the paleobiology and evolutionary history (phylogeny) of animal and plant groups. Generally, high sensitivity formations are known to produce vertebrate fossil remains or are considered to have the potential to produce such remains.
- **Moderate Sensitivity.** Moderate sensitivity is assigned to geologic formations known to contain paleontological localities with moderately preserved, common elsewhere, or stratigraphically long-ranging fossil material. The moderate sensitivity category is also applied to geologic formations that are judged to have a strong, but unproven potential for producing important fossil remains (e.g., Pre-Holocene sedimentary rock units representing low to moderate energy, marine to non-marine depositional settings).

- **Low Sensitivity.** Low sensitivity is assigned to geologic formations that, based on their relative youthful age and/or high-energy depositional history, are judged unlikely to produce unique fossil remains. Typically, low sensitivity formations may produce invertebrate fossil remains in low abundance.
- **Marginal Sensitivity.** Marginal sensitivity is assigned to geologic formations that are composed either of pyroclastic volcanic rocks or metasedimentary rocks, but which nevertheless have a limited probability for producing fossil remains from certain sedimentary lithologies at localized outcrops.
- **Zero Sensitivity.** Zero sensitivity is assigned to geologic formations that are entirely plutonic in origin, such as basalt or granite, and therefore do not have any potential for producing fossil remains.

According to Geology of the San Diego Metropolitan Area (California Division of Mines and Geology 1975), the project site is underlain by the Friars Formation (Tf) and Santiago Peak Volcanics (Jsp). The Friars Formation is rich in vertebrate fossils, especially terrestrial mammals, and has also produced remains of marine microfossils, macroinvertebrates, and fossilized leaves. Based on the recovery of diverse and well-preserved fossil assemblages of both marine invertebrates and terrestrial vertebrates, the Friars Formation is assigned a high paleontological resource sensitivity (City of San Diego 2011).

The Santiago Peak Volcanics consist of metavolcanic and metasedimentary components. In general, the molten origin of this formation precludes the possible discovery of fossil remains. However, certain exposures of the metasedimentary portion of this formation have produced important remains of siliceous microfossils and marine macroinvertebrates. As such, the bulk of the Santiago Peak Volcanics corresponding to the metavolcanic portion is assigned a zero paleontological resources sensitivity, while the metasedimentary portion can be assigned a moderate paleontological resource sensitivity (City of San Diego 2011).

4.7.2 Regulatory Framework

4.7.2.1 Federal

The National Historic Preservation Act (NHPA) of 1966

The National Historic Preservation Act (NHPA) of 1966 established the framework that focused local, state, and national efforts with regards to the preservation of historic and archaeological resources. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties, and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by ACHP (36 CFR Part 800). The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. In order to help identify these historic properties and provide community involvement, consulting parties are identified through coordination with the appropriate State Historic Preservation Officer.

4.7.2.2 Local

While California Government Code Section 53094 includes provisions for school districts to exempt specific school facilities from local zoning regulations, applicable objectives and policies of the City's Significant Determination Thresholds related to paleontological resources are identified for comparison.

City of San Diego

The City of San Diego Significant Determination Thresholds assists city staff, project proponents, and the public in determining whether a project, based on substantial evidence, may have a significant effect on the environment under Section 21082.2 of CEQA. Section 15064.7 of the CEQA Guidelines encourages public agencies to develop and publish such analytical tools. While California Government Code Section 53094 includes provisions for school districts to exempt specific school facilities from local zoning regulations, applicable objectives and policies of the City's Significant Determination Thresholds related to paleontological resources are identified for comparison. The City's Significance Determination Thresholds include the following guidelines to determine potential significance for impacts to paleontological resources:

1. Would the project require over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit?
2. Would the project require over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?
3. Determine the geologic deposit/formation/rock unit underlying a project area. If there are sedimentary rocks such as those found in the coastal areas, they usually contain fossils. If there are granitic or volcanic rocks such as those found in the inland areas (Mission Gorge, etc.), they usually will not contain fossils.
4. See Paleontological Determination Matrix (Table 4.7-1)

4.7.3 Impacts and Mitigation

4.7.3.1 Issue 1 – Paleontological Resources

Would the proposed PCCD South Education Center directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?

Standards of Significance

According to Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Because paleontological resources are typically buried and, therefore, not apparent until revealed by grading and excavation, significant impacts to paleontological resources are often determined based on the geologic formations that would be disturbed and the potential for those geologic formations to contain fossils. The City of San Diego's CEQA Significance Determination Thresholds defines significant impacts on paleontological resources and identifies when paleontological monitoring is required (City of San Diego 2011). As described above in Section 4.7.2.2, under the City's thresholds, a significant impact would occur if a project would either 1) require over 1,000 cubic yards of excavation in

an area considered to have high paleontological sensitivity or 2) require over 2,000 cubic yards of excavation in an area considered to have moderate paleontological sensitivity. Paleontological monitoring is required under both of these conditions and when excavation will extend 10 feet or more in depth. No monitoring is required in areas with no or low paleontological sensitivity.

Table 4.7-1 City of San Diego Grading Thresholds for Required Monitoring

Geological Deposit/Formation/ Rock Unit	Potential Fossil Localities	Sensitivity Rating
Alluvium (Qsw, Qal, or Qls)	All communities where this unit occurs	Low
Ardath Shale (Ta)	All communities where this unit occurs	High
Bay Point/Marine Terrace (Qbp) ⁽¹⁾	All communities where this unit occurs	High
Cabrillo Formation (Kcs)	All communities where this unit occurs	Moderate
Delmar Formation (Td)	All communities where this unit occurs	High
Friars Formation (Tf)	All communities where this unit occurs	High
Granite/Plutonic (Kg)	All communities where this unit occurs	Zero
Lindavista Formation (Qln, Qlb) ⁽²⁾	A. Mira Mesa/Tierrasanta B. All other areas	A. High B. Moderate
Lusardi Formation (Kl)	A. Black Mountain Ranch/Lusardi Canyon Poway/Rancho Santa Fe B. All other areas	A. High B. Moderate
Mission Valley Formation (Tmv)	All communities where this unit occurs	High
Mt. Soledad Formation (Tm, Tmss, Tmsc)	A. Rose Canyon B. All other areas where this unit occurs	A. High B. Moderate
Otay Formation (To)	All communities where this unit occurs	High
Point Loma Formation (Kp)	All communities where this unit occurs	High
Pomerado Conglomerate (Tp)	A. Scripps Ranch/Tierrasanta B. All other areas	A. High B. Moderate
River /Stream Terrace Deposits (Qt)	A. South Eastern/Chollas Valley/Fairbanks Ranch/Skyline/ Paradise Hills/Otay Mesa, Nestor/San Ysidro B. All other areas	A. Moderate B. Low
San Diego Formation (Qsd)	All communities where this unit occurs.	High
Santiago Peak Volcanics (Jsp) A. Metasedimentary B. Metavolcanic	A. Black Mountain Ranch/La Jolla Valley, Fairbanks Ranch/ Mira Mesa/Peñasquitos B. All other areas	A. Moderate B. Zero
Scripps Formation (Tsd)	All communities where this unit occurs	High
Stadium Conglomerate (Tst)	All communities where this unit occurs	High
Sweetwater Formation	All communities where this unit occurs	High
Torrey Sandstone (Tf)	A. Black Mountain Ranch/Carmel Valley B. All other areas	A. High B. Low

Source: City of San Diego 2011

⁽¹⁾ Monitoring is always required when grading on a fossil recovery site or near a fossil recovery site in the same geologic deposit/formation/rock unit as the project site as indicated on the Kennedy Maps.

⁽²⁾ Monitoring may be required for shallow grading (<10ft) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.

⁽³⁾ Monitoring is not required when grading documented or undocumented artificial fill.

Sensitivity Rating

High
Moderate
Zero-Low

Grading Thresholds for Required Monitoring

= >1000 cubic yards and 10 feet+ deep
= >2000 cubic yards and 10 feet+ deep
= Monitoring not required

Impact Analysis

The proposed project would involve ground-disturbing activities including grading and excavation. It is anticipated that earthwork would consist of approximately 8,750 cubic yards of total cut to a maximum excavation depth of approximately 10 feet. As discussed in Section 4.7.1.2 above, the project site is underlain by the Friars Formation and Santiago Peak Volcanics, which are assigned high and moderate paleontological resource sensitivity, respectively. Thus, exposure of the Friars Formation during ground-disturbing activities has a high potential to unearth fossil remains. Because the specific location and significance of potential fossil remains are unknown, ground-disturbing activities could potentially damage or destroy unique paleontological resources. In accordance with the City of San Diego's Significance Determination Thresholds, grading and excavation in excess of 1,000 cubic yards in volume and 10 feet in depth within a high paleontological resource sensitivity geologic formation would represent a potentially significant impact. Therefore, implementation of the proposed project would result in a potentially significant impact to paleontological resources.

Mitigation Measures

Implementation of mitigation measure Pal-1 would reduce potential impacts to paleontological resources to a less than significant level.

Pal-1 Paleontological Monitoring Program. The following Paleontological Mitigation Program, as modeled after the City of San Diego's Paleontological Guidelines, shall be implemented by the PCCD:

I. Prior to Start of Construction

A. Verification of Records Search

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

B. Principal Investigator Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the PCCD shall arrange a Precon Meeting that shall include the Principal Investigator, Construction Manager and/or Grading Contractor, Resident Engineer, Building Inspector, if appropriate. The Qualified Paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring Program with the Construction Manager and/or Grading Contractor.
 - a. If the Principal Investigator is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with the Principal

Investigator, Resident Engineer, Construction Manager or Building Inspector, if appropriate, prior to the start of any work that requires monitoring.

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

II. During Construction

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

1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the Paleontological Monitoring Exhibit that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the Principal Investigator of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the Paleontological Monitoring Exhibit.
2. The Principal Investigator may prepare a detailed letter during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
3. The monitor shall document field activity via the Consultant Site Visit Record. The Consultant Site Visit Record shall be faxed by the Construction Manager the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of any discoveries.

B. Discovery Notification Process

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

C. Determination of Significance

1. The Principal Investigator shall evaluate the significance of the resource.
 - a. The Principal Investigator shall immediately notify PCCD by phone to discuss significance determination and shall also submit a letter to PCCD indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the Principal Investigator.
 - b. If the resource is significant, the Principal Investigator shall submit a Paleontological Recovery Program. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
 - c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the Principal Investigator shall notify the Resident Engineer, or Building Inspector as appropriate, that a non-significant discovery has been made. The Qualified Paleontologist shall continue to monitor the area.
 - d. The Principal Investigator shall submit a letter to PCCD indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

III. Night and/or Weekend Work

A. If night and/or weekend work is included in the contract

1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting.
2. The following procedures shall be followed.
 - a. No Discoveries. In the event that no discoveries were encountered during night and/or weekend work, the Principal Investigator shall record the information on the Consultant Site Visit Record and submit to PCCD via fax by 8:00 a.m. on the next business day.

- b. Discoveries. All discoveries shall be processed and documented using the existing procedures detailed in Item III above.
 - c. Potentially Significant Discoveries. If the Principal Investigator determines that a potentially significant discovery has been made, the procedures detailed under Item III shall be followed.
 - d. The Principal Investigator shall immediately contact PCCD, or by 8:00 a.m. on the next business day to report and discuss the findings as indicated above, unless other specific arrangements have been made.
- B. If night work becomes necessary during the course of construction
- 1. The Construction Manager shall notify the Resident Engineer, or Building Inspector, as appropriate, a minimum of 24 hours before the work is to begin.
 - 2. The Resident Engineer or Building Inspector, as appropriate, shall notify PCCD immediately.
- C. All other procedures described above shall apply, as appropriate.
- IV. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

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

B. Handling of Fossil Remains

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

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

1. The Principal Investigator shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
2. The Principal Investigator shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the Resident Engineer or Building Inspector and PCCD.

D. Final Monitoring Report(s)

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

4.7.4 Cumulative Impacts

As indicated in Table 4-1 of this EIR, the geographic context for the analysis of cumulative impacts related to paleontological resources encompasses the Friars Formation geologic unit throughout the San Diego region. There is always a possibility that unknown buried fossil remains could be uncovered during ground-disturbing activities associated with present and future projects, particularly when development occurs within areas of high paleontological resource sensitivity such as the Friars Formation, thereby contributing to the regional loss of paleontological resources. Thus, the baseline cumulative impact to paleontological resources is considered significant.

As discussed above in Section 4.7.3.1 (Issue 1), the proposed PCCD South Education Center would result in a potentially significant impact to paleontological resources due to ground-disturbing activities within the underlying high resource sensitivity Friars Formation. However, mitigation measure Pal-1 would be implemented to reduce potential project-level impacts to paleontological resources to a less than significant level. Therefore, implementation of the proposed project would not result in a cumulatively considerable contribution to the significant cumulative paleontological resources impact.

4.7.5 CEQA Checklist Items Deemed Not Applicable to the Project

All CEQA checklist items related to paleontological resources have been thoroughly discussed in this section of the EIR; no topics were left unaddressed.

4.7.6 References

California Division of Mines and Geology. 1975. Geology of the San Diego Metropolitan Area, California – Bulletin 200. Geology of the Southwest ¼ Escondido Quadrangle. Map available at <http://www.geology.sdsu.edu/kmlgeology/kmz/escondido/escondido.html>

City of San Diego, Development Services Department. 2005. Mitigated Negative Declaration, Rancho Bernardo Industrial Park North – Lot 11, Project No. 1096, SCH No. 2005031034. June 23, 2005.

City of San Diego, Development Services Department. 2011. California Environmental Quality Act Significance Determination Thresholds. January 2011.

County of San Diego. 2011. General Plan Update Final Environmental Impact Report, SCH No. 2002111067. August.

4.8 Transportation and Traffic

This section describes the existing conditions at the project site and in surrounding areas with respect to transportation and traffic and the potential environmental effects (direct, indirect, and/or cumulative) related to these issues resulting from implementation of the proposed project. The information provided in this section is based on the Traffic Impact Analysis prepared by Linscott, Law & Greenspan, Engineers (LLG) in March 2016 (see Appendix G of this EIR).

In accordance with Section 15128 of the CEQA Guidelines, impacts related to changes in air traffic patterns that would result in substantial safety risks were determined not to be significant and are discussed below in Section 4.8.5, CEQA Checklist Items Deemed Not Applicable to the project.

4.8.1 Existing Conditions

4.8.1.1 Existing Circulation Network Serving the Project Site

The project site is located at 1111 Rancho Bernardo Road on a 27-acre site approximately one mile west of I-15 on the southeast corner of the Rancho Bernardo Road and Matinal Road intersection within the Community of Rancho Bernardo. Access to the project site is provided by an existing driveway located at the intersection of Rancho Bernardo Road/Matinal Road. The study area for the traffic analysis includes 10 intersections, nine street segments, two freeway segments, and two I-15 ramp meters. Figure 4.8-1 shows the study area and existing conditions for the transportation analysis. The traffic study area was based on the criteria identified in the City of San Diego *Traffic Impact Study Manual*, July 1998. The existing intersections, street and freeway segments, and Interstate ramp meters that service the project site include:

Intersections

- Rancho Bernardo Road/ Camino San Bernardo
- Rancho Bernardo Road/ Via Del Campo
- Rancho Bernardo Road/ Matinal Road
- Rancho Bernardo Road/ West Bernardo Drive
- Rancho Bernardo Road/ I-15 Southbound Ramps
- Rancho Bernardo Road/ I-15 Northbound Ramps
- Rancho Bernardo Road/ Bernardo Center Drive
- Rancho Bernardo Road/ Duenda Road
- West Bernardo Road/ Via Del Campo
- West Bernardo Road/ Bernardo Center Drive

Roadway Segments

- Rancho Bernardo Road
 - Camino San Bernardo to Via Del Campo
 - Via Del Campo to Olmeda Way
 - Olmeda Way to West Bernardo Drive
 - West Bernardo Drive to the I-15 Southbound Ramps
 - I-15 Northbound Ramps to Bernardo Center Drive
 - Bernardo Center Drive to Bernardo Oaks Drive

- West Bernardo Drive
 - Duenda Road to Rancho Bernardo Road
 - Via Del Campo to Bernardo Center Drive
- Via Del Campo
 - Rancho Bernardo Road to West Bernardo Drive

Freeway Mainline Segments

- I-15
 - North of Rancho Bernardo Road
 - South of Rancho Bernardo Road

Ramp Meter Locations

- I-15
 - Eastbound Rancho Bernardo Road to Southbound I-15
 - Eastbound Rancho Bernardo Road to Northbound I-15

4.8.1.2 Existing Street System

The following provides a brief description of the street system in the project area. Figure 3–1 illustrates existing conditions in terms of traffic lanes and intersection controls.

Interstate 15 is constructed as a multi-lane freeway including four grade-separated high-occupancy vehicle (HOV) managed lanes. These “express lanes” traverse I-15 from SR-163 to SR-78. Concrete barriers separate the express lanes from the mainline traffic between SR-163 to Via Rancho Parkway. Double yellow lines separate the express lanes from the mainline lanes between Via Rancho Parkway and SR-78. The travel lanes are generally 12 feet in width and the shoulder is generally 10 to 12 feet in width a posted speed limit of 65 miles per hour (mph). A Direct Access Ramp (DAR) is located at the Rancho Bernardo Transit Station within close proximity to the proposed project. These ramps allow for immediate access to the express lanes eliminating the need to travel over multiple lanes of traffic to enter and exit the express lanes. According to Caltrans, mainline lanes provide a carrying capacity of 2,000 passenger cars per hour per lane (pc/hr/lane), auxiliary lanes provide for 1,600 pc/hr/lane and HOV lanes provide for a capacity of 1,200 pc/hr/lane.

Rancho Bernardo Road is classified on the Rancho Bernardo Community Plan and currently built as a Four-Lane Major Street with a level of service (LOS) “E” capacity of 40,000 average daily trips (ADT) from the City of San Diego limits just east of Via Del Campo to West Bernardo Drive. From West Bernardo Drive to Bernardo Center Drive it is classified as a Six-Lane Major Street. With a speed limit of 50 mph, a curb-to-curb width of approximately 108 feet, a 20-foot landscaped median and no on-street parking permitted, this segment functions as a Primary Arterial with an LOS E capacity of 60,000 ADT.

On the County of San Diego General Plan San Dieguito Mobility Element, Rancho Bernardo Road is classified and currently built as a 4.1A Major Road with Raised Median with an LOS E capacity of 37,000 ADT from Camino Del Norte to the San Diego City limits, just east of Via Del Campo. Curbside parking is prohibited and Class II bike lanes are provided along both sides of the roadway. The posted speed limit on Rancho Bernardo Road is 50 mph.

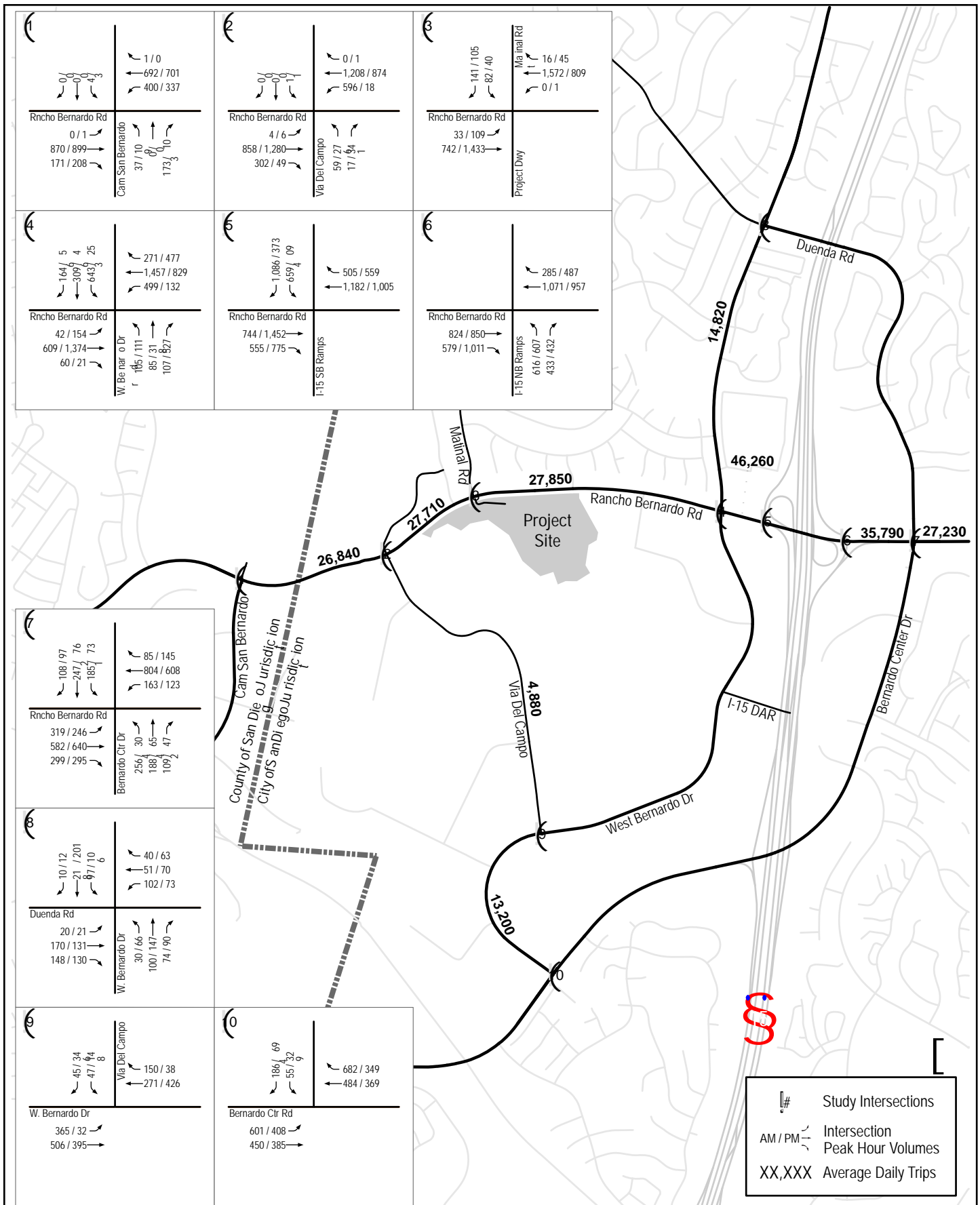


FIGURE 4.8-1
Existing Traffic Volumes

Source: LLG 2016

Via Del Campo is classified and currently built as a Three-Lane Collector with an LOS E capacity of 15,000 ADT on the Rancho Bernardo Community Plan. The “third lane” on Via Del Campo is represented by a two-way left-turn lane (TWLTL) median. The posted speed limit on Via Del Campo is 35 mph with curbside parking generally permitted along some sections of the roadway.

Matinal Road is classified and currently built as a Two-Lane Collector with an LOS E capacity of 8,000 ADT on the Rancho Bernardo Community Plan. Curbside parking is permitted along both sides of the roadway. The posted speed limit is 25 mph.

West Bernardo Drive is classified as a Four-Lane Major Street on the Rancho Bernardo Community Plan. West Bernardo Drive is currently constructed as a four-lane roadway divided by a TWLTL with an LOS E capacity of 30,000 ADT. Curbside parking is prohibited and Class II bike lanes are provided along both sides of the roadway from Matinal Road continuing south within the study area. The posted speed limit on West Bernardo Drive is 40 mph.

4.8.1.3 Existing Traffic Volumes

In order to capture the peak commuter activity at key intersections, AM and PM peak hour traffic volumes were collected while schools were in session on May 19, 2015. Additionally, 24-hour street segment counts were collected on May 19, 2015 and June 9, 2015 while schools were in session to determine the existing street segment ADT volumes in the project area. Peak hour and daily freeway volumes were taken from the most recent Caltrans Performance Measurement System (PeMS) data. The PeMS software distributes real-time peak hour and average daily traffic volumes and provides a graphical representation of volumes at each PeMS station location. Average daily freeway volumes and peak hour freeway volumes were from May 19, 2015 in order to be consistent with the counts for intersection and street segment volumes. Table 4.8-1 lists the ADT for the street and freeway segments included within the study area. Figure 4.8-2 shows the project trip distribution throughout the study area.

Table 4.8-1 Existing Traffic Volumes

Street Segment	ADT ⁽¹⁾	Street Segment	ADT ⁽¹⁾
Rancho Bernardo Road		West Bernardo Drive	
Camino San Bernardo to Via Del Campo	26,840	Duenda Road to Rancho Bernardo Road	14,820
Via Del Campo to Matinal Road	27,710	Via Del Campo to Bernardo Center Drive	13,200
Matinal Road to West Bernardo Drive	27,850	Via Del Campo	
West Bernardo Drive to I-15 SB Ramps	46,260	Rancho Bernardo Road to West Bernardo Drive	4,880
I-15 NB Ramps to Bernardo Center Drive	35,790	Freeway Segments⁽²⁾	
Bernardo Center Drive to Bernardo Oaks Drive	27,230	North of Rancho Bernardo Road	209,200
		South of Rancho Bernardo Road	217,400

⁽¹⁾ Average Daily Traffic Volumes. Data collected by LLG, Engineers in May and June 2015 while schools were in session.

⁽²⁾ Caltrans ADT taken from May 19, 2015 PeMS data, rounded to the nearest tenth.

Source: LLG 2016

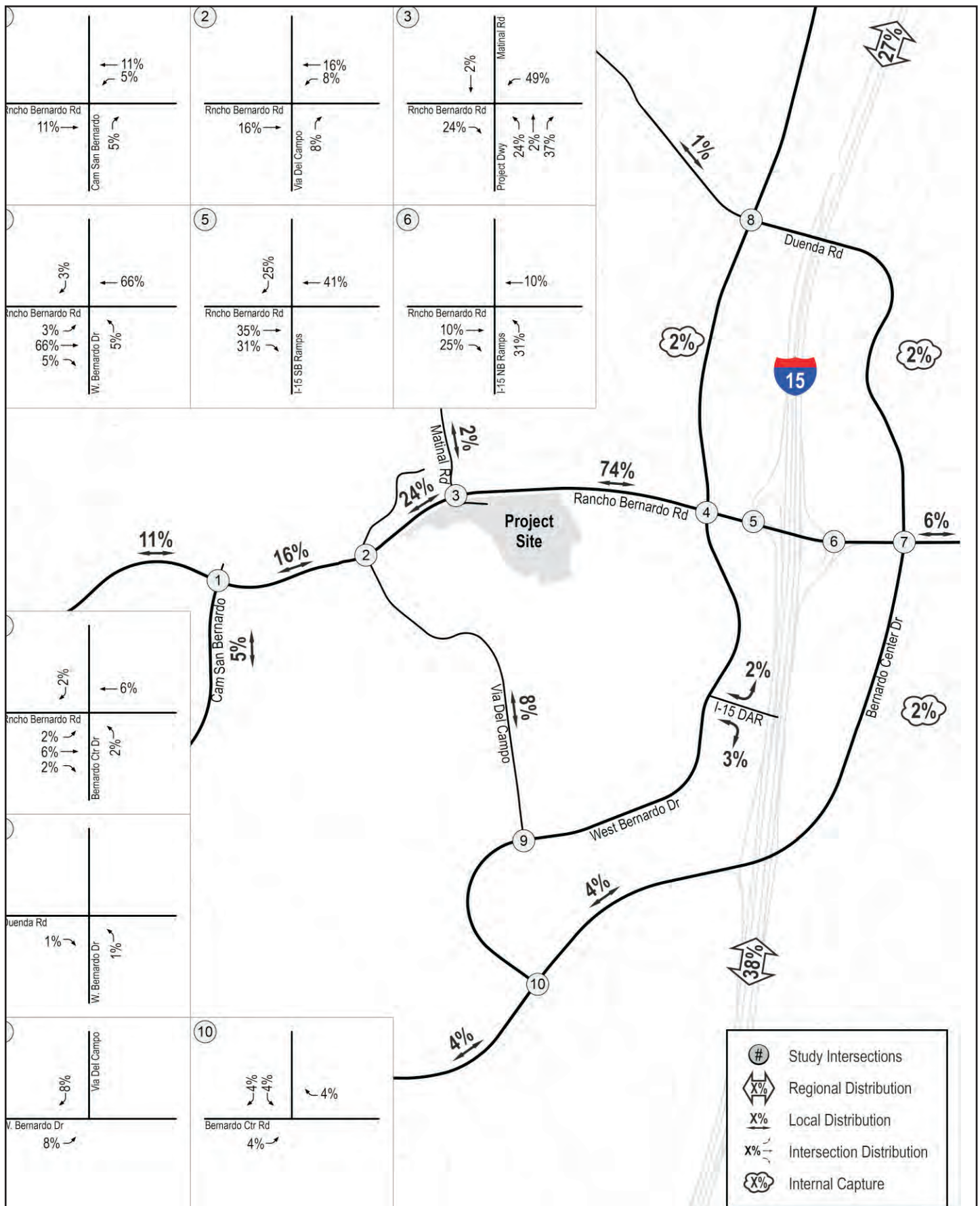


FIGURE 4.8-2
Project Traffic Distribution

Source: LLG 2016

4.8.1.4 Level of Service Standards

Level of service (LOS) is the term used to denote the different operating conditions on a given roadway segment or intersection under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis accounting for factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized intersections, unsignalized intersections, roadway segments and freeway segments, as described in the paragraphs below.

Signalized Intersections

Signalized intersections were analyzed under AM and PM peak hour conditions, where average vehicle delay was determined by utilizing the methodology found in Chapter 18 of the 2010 Highway Capacity Manual (HCM), with the assistance of the Synchro version 9 software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS.

Street Segments

Street segment analysis is based upon the comparison of ADT volumes to the City of San Diego's and County of San Diego's *Roadway Classification, Level of Service, and ADT Table*. These tables provide segment capacities for different street classifications, based on traffic volumes and roadway characteristics.

Freeway Segments

Freeway segment LOS is based on the volume to capacity (V/C) ratio on the freeway. The analysis of freeway segment LOS is based on the methodologies outlined in the SANTEC/ITE Guidelines developed by Caltrans. The procedure involves comparing the peak-hour volume of the mainline segment to the theoretical capacity of the roadway, and then comparing that ratio to accepted ranges of V/C values corresponding to the various LOS for each facility classification. The corresponding LOS represents an approximation of existing or future freeway operating conditions. Freeway segments were analyzed during the AM and PM peak hours. The assessment of key freeway segments is necessary to satisfy the requirements of the CMP.

Existing counts were taken from the PeMS on the date of May 19, 2015, the same date for which manual street segment and intersection counts were collected. HOV lanes were excluded from the collected traffic volumes and freeway capacity since these lanes operate at a relatively constant flow and are not part of the mainline flow of freeway traffic. The freeway LOS operations are summarized in Table 4.8-2.

Freeway Ramp Meters

Ramp delays and queues were calculated using a calculated delay and queue methodology, which is based solely on the specific time intervals at which the ramp meter is programmed to release traffic entering the freeway. The results are theoretical and based on the most restrictive (rate code F) ramp meter rate. HOV counts were available via the PeMS software and were included in the analysis. The one-hour peak period selected from PeMS data represents the peak hour for traffic on the freeway ramps and may differ from the peak hour volume calculated for the entire intersection. The calculated delay and queue

approach generally tends to produce unrealistic queues lengths and delays. Furthermore, the fixed rate approach does not take into account driver behavior and trip diversion due to high ramp meter delays.

Table 4.8-2 Freeway Segment LOS Definitions

LOS	V/C	Congestion/Delay	Traffic Description
Used for freeways, expressways and conventional highways			
A	<0.41	None	Free flow
B	0.42-0.62	None	Free to stable flow, light to moderate volumes.
C	0.63-0.80	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted
D	0.81-0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
E	0.93-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
Used for freeways and expressways			
F(0)	1.01-1.25	Considerable 0-1 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go.
F(1)	1.26-1.35	Severe 1-2 hour delay	Very heavy congestion, very long queues.
F(2)	1.36-1.45	<i>Very Severe 2-3 hour delay</i>	Extremely heavy congestion, longer queues, more numerous breakdown points, and longer stop periods.
F(3)	>1.46	Extremely Severe 3+ hours of delay	Gridlock

Source: LLG 2016

4.8.1.5 Existing Facilities Levels of Service

Existing Intersections Levels of Service

Table 4.8-3 summarizes the existing LOS at the 10 intersections in the study area. As shown in this table, all intersection within the study area are operating at a LOS D or better.

Existing Street Segment Level of Service

Table 4.8-4 summarizes the existing LOS of the nine street segments were evaluated in the study area. As shown in this table, all existing street segments are operating at an LOS D or better, except for Rancho Bernardo Road between the I-15 Northbound Ramps and Bernardo Center Drive, which is operating at LOS E.

Existing Freeway Segments Levels of Service

Table 4.8-5 summarizes the existing freeway segments on the I-15. As shown in this table, the northbound and southbound segments of I-15 north and south of Rancho Bernardo Road currently operate at an acceptable LOS D or better during both the AM and PM peak hours with the exception of the segment on the I-15 south of Rancho Bernardo Road in the southbound direction. The segment on the I-15 south of Rancho Bernardo Road in the southbound direction is calculated to operate at LOS E in the AM peak hour.

Table 4.8-3 Existing Intersection Operations

Intersection	Control Type	Peak Hour	Existing	
			Delay ⁽¹⁾	LOS ⁽²⁾
Rancho Bernardo Road to Camino San Bernardo	Signal	AM PM	17.1 21.8	B C
Rancho Bernardo Road to Via Del Campo	Signal	AM PM	33.6 21.2	C C
Rancho Bernardo Road to Matinal Road	Signal	AM PM	17.6 11.9	B B
Rancho Bernardo Road to West Bernardo Drive	Signal	AM PM	37.8 38.1	D D
Rancho Bernardo Road to I-15 SB Ramps	Signal	AM PM	28.7 15.6	C B
Rancho Bernardo Road to I-15 NB Ramps	Signal	AM PM	21.1 21.0	C C
Rancho Bernardo Road to Bernardo Center Drive	Signal	AM PM	29.3 34.1	C C
West Bernardo Drive to Duenda Road	Signal	AM PM	20.9 21.3	C C
West Bernardo Drive to Via Del Campo	Signal	AM PM	15.7 19.0	B B
West Bernardo Drive to Bernardo Center Drive	Signal	AM PM	15.5 17.0	B B

⁽¹⁾ Average delay expressed in seconds per vehicle.

⁽²⁾ LOS = Level of Service

Source: LLG 2016

SIGNALIZED THRESHOLDS		UNSIGNALIZED THRESHOLDS	
DELAY	LOS	DELAY	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.1	B	10.1 to 15.1	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Table 4.8-4 Existing Street Segment Operations

Street Segment	Classification	Capacity (LOS E) ⁽¹⁾	ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾
Rancho Bernardo Road					
Camino San Bernardo to Via Del Campo	4-lane Major Road	40,000	26,840	C	0.671
Via Del Campo to Matinal Road	4-lane Major Road	40,000	27,710	C	0.693
Matinal Road to West Bernardo Drive	4-lane Major Road	40,000	27,850	C	0.696
West Bernardo Drive to I-15 SB Ramps	6-lane Primary Arterial	60,000	46,260	C	0.771
I-15 NB Ramps to Bernardo Center Drive ⁽⁵⁾	4-lane Major Road	40,000	35,790	E	0.895
Bernardo Center Drive to Bernardo Oaks Drive	4-lane Major Road	40,000	27,230	C	0.681
West Bernardo Drive					
Duenda Road to Rancho Bernardo Road	4-lane Collector with two-way left-turn lane	30,000	14,820	C	0.494
Via Del Campo to Bernardo Center Drive	4-lane Collector with two-way left-turn lane	30,000	13,200	B	0.440
Via Del Campo					
Rancho Bernardo Road to West Bernardo Drive	3-lane Collector ⁽⁶⁾	15,000	4,880	A	0.325

(1) Capacities based on City of San Diego Roadway Classification Table

(2) ADT = Average Daily Traffic volumes

(3) LOS = Level of Service

(4) V/C = Volume to Capacity ratio

(5) With a speed limit of 50 mph, a curb-to-curb width of approximately 108 feet, a 20-foot landscaped median and no on-street parking, the characteristics of this segment functions as a Primary Arterial with an LOS E capacity of 60,000 ADT

(6) Roadway consists of two travel lanes with a two-way center turn lane. *Rancho Bernardo Community Plan* 3-Lane Collector equivalent to 2-Lane Collector with two-way left-turn lane (third lane)

Source: LLG 2016

Table 4.8-5 Existing Freeway Segment Operations

Freeway Segment	Dir.	# of Lanes	Hourly Capacity ⁽¹⁾	Volume ⁽²⁾	Peak Hour Volume ⁽³⁾		V/C ⁽⁴⁾		LOS ⁽⁵⁾	
					AM	PM	AM	PM	AM	PM
Interstate 15										
North of Rancho Bernardo Road	NB	5M+2ML	10,000	209,200	5,406	8,874	0.541	0.887	B	D
	SB	5M+2ML+1 A	11,500		9,461	6,681	0.823	0.581	D	B
South of Rancho Bernardo Road	NB	4M+2ML+1 A	11,500	217,400	6,211	9,136	0.540	0.794	B	C
	SB	4M+2ML	10,000		9,352	6,965	0.935	0.697	E	B

(1) Capacity calculated at 2,000 passenger cars per hour per lane (pcphpl) for mainline and 1,500 pcphpl for auxiliary lanes per *Caltrans Guide for the Preparation of Traffic Impact Studies, Dec 2002*. Managed Lanes (ML) excluded from the mainline analysis

(2) Existing ADT volumes taken from most recent May 19, 2015 PeMS traffic volumes

(3) Peak hour volumes taken from most recent May 19, 2015 PeMS traffic volumes

(4) V/C = Peak Hour Volume/Hourly Capacity

(5) LOS = Level of Service

Source: LLG 2016

LOS
A <0.41
B 0.62
C 0.80
D 0.92
E 1.00
F(0) 1.25
F(1) 1.35
F(2) 1.45
F(3) >1.46

Existing Freeway Ramp Meter Operations

Table 4.8-6 summarizes the existing operations of the two on-ramp meter facilities within the study area. As shown in this table, the metered operations of the I-15 on-ramps are calculated to currently operate with zero minutes of delay during the AM peak hour and with 8.3 minutes of delay during the PM peak hour.

Table 4.8-6 Existing Ramp Meter Operations

Location	Peak Hour ⁽¹⁾	Peak Hour Demand (D) ⁽²⁾	Flow (F) ⁽³⁾	Excess Demand (E) (veh)	Delay (min.)	Queue (ft.) ⁽⁴⁾
I-15 / Rancho Bernardo Road Interchange						
Eastbound Rancho Bernardo Road to Southbound I-15 (2 SOV + 1 HOV) ⁽⁵⁾	AM	333	600	0	0.0	0
Eastbound Rancho Bernardo Road to Northbound I-15 (1 SOV + 1 HOV) ⁽⁵⁾	PM	656	576	80	8.3	2,000

⁽¹⁾ Peak hours shown during ramp meter operations

⁽²⁾ Peak hour demand in vehicles/hour/lane per SOV lane; volumes taken from PeMS May 19, 2015 data

⁽³⁾ Meter Rates obtained from Caltrans

⁽⁴⁾ Queue calculated assuming vehicle length of 25 feet

⁽⁵⁾ SOV = Single-Occupancy Vehicle, HOV = High Occupancy Vehicle

Source: LLG 2016

4.8.1.6 Alternative Transportation

Transit Service

The Rancho Bernardo Transit Station is located on West Bernardo Drive at the I-15 DAR to the I-15 Managed Lanes. The DAR provides immediate access to the I-15 express lanes for Metropolitan Transit System (MTS) Express Bus Service, carpools and vanpools, permitted clean air vehicles, and solo drivers using a FasTrak® account.

The Rancho Bernardo Transit Station is served by Express Bus Route 237 (Rancho Bernardo to UC San Diego) and ~~270-235 (Downtown/Escondido to Rancho Bernardo to Sorrento Mesa)~~ along with the Rapid Express I-15 Service Route 290 (Rancho Bernardo/Sabre Springs to Downtown). All three routes run as a home-to-work/work-to-home commuter service on weekdays only; route 237 only operates only during peak hours. Transfer service is available from the Rancho Bernardo Transit Center to additional transit routes serving the greater San Diego area. The Rancho Bernardo Transit Station is also served by Bus Route 20 (Downtown to Rancho Bernardo) during all week and weekend days.

Current local bus transit service is provided in the Rancho Bernardo Community via Route 945 (Rancho Bernardo to Old Poway Park) which has a transit stop just over 0.5 mile from the project site at the Rancho Bernardo Road/West Bernardo Drive intersection in addition to the Rancho Bernardo Transit Station. This route primarily travels along Pomerado Road connecting the Rancho Bernardo, Carmel Mountain, Sabre Springs, and City of Poway communities. Stops at the Rancho Bernardo Transit Station occur roughly every 30 minutes from 5:00 a.m. to 7:00 p.m. during the week and approximately every ~~hour and a half~~ 45 minutes from 8:00 a.m. to 6:30 p.m. on Saturdays. No service is provided on Sundays.

Bicycle Circulation

Class II bicycle lanes are provided along Rancho Bernardo Road from West Bernardo Drive continuing west within the study area; on West Bernardo Drive north and south of Rancho Bernardo Road; and on Bernardo Center Drive from West Bernardo Drive to Rancho Bernardo Road. Class II bicycle lanes are also provided from the I-15 freeway ramps to Camino Del Norte. Class II bicycle lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive or preferential bicycle travel (City of San Diego ~~2011~~2013). Additionally, a Class III bike route extends to the east on Rancho Bernardo Road. Class III bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bicycle routes provide continuity to other bicycle facilities or designate preferred routes through corridors with high demand.

Pedestrian Circulation

The study area is a pedestrian-friendly environment that is highly walkable with contiguous sidewalks provided along both sides of the streets. Traffic signals at all major intersections provide controlled pedestrian crosswalks and allow for safe pedestrian connections within the study area.

4.8.2 Regulatory Framework

4.8.2.1 Federal

Highway Capacity Manual

The HCM, prepared by the federal Transportation Research Board (TRB), is the result of a collaborative multi-agency effort between the agency, Federal Highway Administration, and the American Association of State Highway and Transportation Officials. The HCM contains concepts, guidelines, and procedures for computing the capacity and quality of service of various transportation facilities, including freeways, signalized and unsignalized intersections, and rural highways, and the effects of transit, pedestrians, and bicycles on the performance of these systems.

Title 23, Code of Federal Regulations

Revised in April 1, 2005, the Code of Federal Regulations (CFR) Section 450.220 of Title 23 requires each state to carry out a continuing, comprehensive, and intermodal statewide transportation planning process. This planning process must include the development of a statewide transportation plan and transportation improvement program that facilitates the efficient, economic movement of people and goods in all areas of the state.

Moving Ahead for Progress in the 21st Century Act

On July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. MAP-21 revised the policy and programmatic framework for investments meant to guide the nation's surface transportation system's growth and development. MAP-21 establishes a streamlined and performance-based surface transportation program, which builds upon many of the highway, transit, bike, and pedestrian programs and policies established by the Intermodal Surface Transportation Efficiency Act of 1991.

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. SAFETEA-LU addresses the many challenges facing transportation systems and sets funding and programs to improve safety, reduce traffic congestion, improve efficiency in freight movement, increase intermodal connectivity, and protect the environment. SAFETEA-LU promotes more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving state and local transportation decision makers more flexibility for solving transportation problems in their communities.

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 is a wide-ranging civil rights law that prohibits, under certain circumstances, discrimination based on disability. The 2010 ADA Standards for Accessible Design set minimum requirements for new construction and alterations of state and local government facilities, public accommodations, and commercial facilities. Each facility must be designed and constructed in a manner such that the facility or part of the facility is readily accessible to and usable by individuals with disabilities, including the provision of accessible routes such as curb ramps. Specifically, the standards for the provision of curb ramps include the following:

- Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.
- Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways.

Alterations to historic properties may provide alternative methods of access if it is not feasible to provide ADA accessible routes.

4.8.2.2 State

California Department of Transportation Standards

The California Department of Transportation (Caltrans) is responsible for planning, designing, building, operating, and maintaining California's transportation system. Caltrans sets standards, policies, and strategic plans that aim to do the following: (1) provide the safest transportation system for users and workers; (2) maximize transportation system performance and accessibility; (3) efficiently deliver quality transportation projects and services; (4) preserve and enhance California's resources and assets; and (5) promote quality service. Caltrans has the discretionary authority to issue special permits for the use of State highways for other than normal transportation purposes. Caltrans also reviews all requests from utility companies, developers, volunteers, nonprofit organizations, and others desiring to conduct various activities within the State Highway right-of-way. The Caltrans Highway Design Manual, prepared by the Office of Geometric Design Standards (Caltrans 2012), establishes uniform policies and procedures to carry out the highway design functions of Caltrans. Caltrans has also prepared a *Guide for the Preparation of Traffic Impact Studies* (Caltrans 2002) to provide consistency and uniformity in the identification of traffic impacts generated by local land use proposals.

Statewide Transportation Improvement Program

The California 2014 Statewide Transportation Improvement Plan (STIP), approved by the U.S. Department of Transportation in August 2013, is a multiyear, intermodal program of transportation projects that is consistent with the statewide transportation planning processes, metropolitan plans, and Title 23 of the CFR. The STIP is prepared by Caltrans in cooperation with the Metropolitan Planning Organizations (MPOs) and the Regional Transportation Planning Agencies. In San Diego County, the MPO and Regional Transportation Planning Agency is SANDAG. The STIP contains all capital and non-capital transportation projects or identified phases of transportation projects for funding under the federal Transit Act and CFR Title 23, including federally funded projects.

4.8.2.3 Regional

SANDAG Congestion Management Program

State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP), which is a part of the RTP. The purpose of the state-mandated CMP is to monitor the performance of the roadway transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. By addressing congestion early through the CMP, larger future problems that would require more expensive solutions can be avoided. In the short-term, the CMP serves as an element of the RTP, focusing on congestion management strategies that can be implemented in advance of the long-range transportation solutions contained within the RTP. SANDAG, as the designated Congestion Management Agency for the San Diego region, must develop, adopt, and regularly update the CMP, which includes six specific components as described below:

- **Roadway Monitoring.** Designate a CMP roadway system, establish a level of service standard for the system, and monitor congestion levels against the standard.
- **Multimodal Performance Measures.** Establish performance measures to evaluate the region's multimodal transportation system.
- **Transportation Demand Management.** Establish a transportation demand management element that promotes alternative transportation strategies.
- **Land Use Impact Analysis.** Establish a program to analyze the effects of local land use decisions on the CMP transportation system.
- **Capital Improvement Program.** Prepare a capital improvement program of projects that maintains or improves the performance of the transportation system.
- **Deficiency Plan.** Prepare a plan of remedial actions when the roadway level of service standard is not maintained on the designated CMP roadway system.

2050 Regional Transportation Plan

SANDAG adopted the 2050 RTP and the Sustainable Communities Strategy (SCS) on October 28, 2011. The 2050 RTP maps out a system designed to maximize transit enhancements, integrate biking and walking elements, and promote programs to reduce demand and increase efficiency. The RTP also identifies the plan for investing in local, state and federal transportation facilities in the region over the next 40 years. The SCS integrates land use and housing planning within the transportation plan. The SCS also addresses

how the transportation system will be developed in such a way that the region is able to reduce per-capita GHG emissions to state-mandated levels.

2010 Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) is a multi-year program of proposed major highway, arterial, transit, and bikeway projects. The 2010 RTIP is a prioritized program designed to implement the region's overall strategy for providing mobility and improving the efficiency and safety of efforts to attain federal and state air quality standards for the region. The 2010 RTIP also incrementally implements the latest update to the RTP. The 2010 RTIP covers fiscal years 2011 to 2015. The 2010 RTIP, including an air quality emissions analysis for all regionally significant projects, was adopted on December 14, 2010.

4.8.2.4 Local

While California Government Code Section 53094 includes provisions for school districts to exempt specific school facilities from local zoning regulations, applicable objectives and policies of the City's Significant Determination Thresholds related to transportation and traffic are identified for comparison.

City of San Diego General Plan

The Mobility Element of the City of San Diego General Plan establishes the goals and policies for circulation in the City of San Diego, including vehicular and alternative modes of transportation. The overall goal of the element is to further the attainment of a balanced, multi-modal transportation network in order to reduce congestion and increase transportation choices. Transportation planning is closely linked to land use planning to meet the needs of existing and future residents. Goals of the element include walkable communities, increased transit convenience and ridership, a well-maintained and interconnected street and freeway system, implementation of an Intelligent Transportation System that improves transportation efficiency and safety, implementation of transportation demand management strategies to reduce single-occupant vehicle traffic, safe and comprehensive bicycle facilities, parking management, an integrated air transportation system, improved rail travel opportunities, safe and efficient movement of goods and freight service, and regional coordination and financing.

Rancho Bernardo Community Plan

The Rancho Bernardo Community Plan is meant to serve as a guide for future public and private development within the area through 1995, or until it is fully developed. The Rancho Bernardo Community Plan identifies the project area for Industrial uses. The Plan contains a number of objectives to discourage erosion of industrial lands by non-industrial uses with the goal that when fully developed the industrial parks in Rancho Bernardo would contain one of the largest concentrations of high technology industrial employment in San Diego County. The project, as proposed with restrictions on the mix of specific uses, implements the objectives of the Rancho Bernardo Community Plan to contribute to the industrial market and protect industrially-designated areas for industrial development (City of San Diego 2016).

City of San Diego Bicycle Master Plan

The Bicycle Master Plan includes a proposed network, policies, and programs to improve bicycling in the City through 2030. The goals and objectives of the Bicycle Master Plan are derived from the City's General

Plan and are strengthened with additional policies that provide specific guidance for achieving an ideal bicycling environment. The goals of the Plan are to create:

- A city where bicycling is a viable travel choice, particularly for trips of less than five miles
- A safe and comprehensive local and regional bikeway network
- Environmental quality, public health, recreation and mobility benefits through increased bicycling

These goals are supported by twelve key policies that will help bicycling become a more viable transportation mode for trips of less than five miles, to connect to transit and for recreation.

City of San Diego Pedestrian Master Plan

The Pedestrian Master Plan (PMP) was developed to guide the way the City plans and implements new or enhanced pedestrian projects. This PMP will help the City enhance neighborhood quality and mobility options by facilitating pedestrian improvement projects. The PMP identifies and prioritizes pedestrian projects based on technical analysis and community input, and improves the City's ability to receive grant funding for implementing these projects. The vision for the PMP is to create a safe, accessible, connected and walkable pedestrian environment that enhances neighborhood quality and promotes walking as a practical and attractive means of transportation in a cost-effective manner. The overall goals needed to support this vision statement include safety, accessibility, connectivity and walkability.

City's Municipal Code

The City of San Diego Municipal Code (SDMC) identifies parking requirements in Chapter 14, Article 2, Division 5. Based on a review of the SDMC, parking requirements are not provided for a community college land use. The only education-related land uses mentioned in the code relate to kindergarten through ninth grade, grade 10 through 12 schools, and vocational/trade schools.

4.8.3 Impacts and Mitigation

4.8.3.1 Issue 1 – Increases in Traffic

Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Standards of Significance

Based on the City of San Diego's Significance Determination Thresholds dated January 2011, a project is considered to have a significant impact if project traffic would decrease the operations of surrounding roadways by a defined threshold. For projects deemed complete on or after January 1, 2007, the City defined thresholds are shown in Table 4.8-7. The segment of Rancho Bernardo Road between Camino San Bernardo and Via Del Campo is located in both the City of San Diego and County of San Diego. The traffic count data collected along this roadway was located within the City's jurisdiction. Therefore, the City of San Diego's significance criteria was applied since the portion of the roadway closest to the project is within City Limits and the project is located within the City of San Diego.

The impact is designated either a “direct” or “cumulative” impact. Direct traffic impacts are those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (near term). *Cumulative* traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project and when additional proposed developments in the area become operational (short-term cumulative) or when affected community plan area reaches full planned buildout (long-term cumulative). According to the City’s Significance Determination Thresholds, it is possible that a project’s near term (direct) impacts may be reduced in the long term, as future projects develop and provide additional roadway improvements (for instance, through implementation of traffic phasing plans). In such a case, the project may have direct impacts but not contribute considerably to a cumulative impact. For intersections and roadway segments affected by a project, level of service (LOS) D or better is considered acceptable under both direct and cumulative conditions.

If the project exceeds the thresholds in Table 4.8-7, then the project is considered to have a significant direct or cumulative project impact. A significant impact would also occur if a project causes the Level of Service to degrade from D to E, even if the allowable increases in Table 4.8-7 are not exceeded.

Table 4.8-7 Traffic Impact Significance Thresholds

Level of Service with Project ⁽²⁾	Allowable Increase Due to Project Impacts ⁽¹⁾					
	Freeways		Roadway Segments		Intersections	Ramp Metering ⁽⁴⁾
	V/C ⁽³⁾	Speed ⁽⁴⁾ (mph)	V/C	Speed (mph)	Delay ⁽⁵⁾ (sec.)	Delay (min.)
E	0.010	1.0	0.02	1.0	2.0	2.0
F	0.005	0.5	0.01	0.5	1.0	1.0

⁽¹⁾ If a proposed project’s traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note b), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project’s direct significant and/or cumulatively considerable traffic impacts.

⁽²⁾ All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City’s Traffic Impact Study Manual). The acceptable LOS for freeways, roadways, and intersections is generally “D” (“C” for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

⁽³⁾ V/C = Volume to Capacity ratio

⁽⁴⁾ Speed = Arterial speed measured in miles per hour

⁽⁵⁾ Delay = Average control delay per vehicle measured in seconds for intersections or minutes for ramp meters

⁽⁶⁾ The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes. The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute.

Source: LLG 2016

Impact Analysis

For purposes of the traffic impact analysis, it was assumed the project would be constructed and operational by the Year 2018. This timeframe represents the near-term “Opening Day” baseline conditions. By Opening Day, it would be expected that ambient growth would occur within the study area due to other developments projects. Cumulative projects are other projects in the study area that are expected to be constructed and occupied between the date of existing data collection (May 2015) and the time of the project’s expected Opening Day in Year 2018, thus adding traffic to the local circulation system. Per the traffic study, the City of San Diego was contacted to identify relevant, pending cumulative projects in the study area that could be constructed and generating traffic in the vicinity of the proposed

project. Based on information gathered from the City, three cumulative development projects were identified for the study area prior to the Opening Day condition. A brief description of the three cumulative development projects is provided below.

Sharp Rees-Stealy Medical Office Building

This project proposes to relocate the existing 57,400 SF facility at 16950 Via Tazon and expand their operations within a 100,000 SF building at 16899 West Bernardo Drive currently under construction and opening in Year 2017. These two locations are within a short distance of one another and, therefore, the travel patterns within the study area remain relatively unchanged. Given the existing facility on Via Tazon was fully operational at the time of existing data collection, the net increase in traffic generated by the expansion and relocation of the Sharp Rees-Stealy Medical Office Building project was included in the traffic analysis prepared by LLG. Using the City of San Diego trip generation rates for medical offices at 40 50 trips per thousand square feet (KSF), the net traffic generated by this project is 2,130 ADT with 102 AM inbound/ 26 AM outbound peak hour trips and 64 PM inbound/ 149 PM outbound trips.

Del Sur Shopping Center

This project would be located in the northern end of Black Mountain Ranch, over two miles west of the project site, and will primarily provide commercial and retail amenities to the residents of Black Mountain Ranch (Del Sur) and 4S Ranch. These types of retail uses generally serve the immediate surrounding residents and thus, do not necessarily add a great amount of new trips to the system. It is anticipated that the shopping center will attract pass-by trips from drivers destined to/from work/home that are already on study area roadways. However, a total of 1,000 ADT and 25 AM inbound/outbound and 25 PM inbound/outbound peak hour trips were assigned to the study area as new trips for inclusion in the traffic analysis.

Phil's Barbeque

This restaurant would be a remodel of the former 7,720 SF Elephant Bar Restaurant. At the time of data collection, the former restaurant had already been closed. Therefore, using the City of San Diego trip generation rates for quality restaurant at 100 trips per KSF, a total of 772 ADT with 5 inbound/ 4 outbound AM peak hour trips and 43 inbound/ 18 outbound PM peak hour trips were assigned to the study area for inclusion in the traffic analysis.

Trip Generation

The project trip generation assumes the worst-case maximum capacity of 5,625 students by Year 2035 for both the near-term and long-term scenarios. Trip generation rates were researched in the SANDAG trip generation manual for an "education center" land use such as the project. The education center does not have the full complement of services as a full community college campus. Of particular note are the lack of sports fields and extracurricular activities offered to students, and a much lower school population with fewer course and degree program offerings. This satellite campus was proposed to be located in the community of Fallbrook in the County of San Diego. The education center, similar to the proposed project, has characteristics different from a typical community college campus and, as such, the SANDAG trip generation rate at 1.2 trips per student for "Junior College (2 years)" likely overstates the future traffic activity at the proposed education center. However, for purposes of being conservative, the SANDAG junior college trip generation rate was used in the traffic impact analysis prepared by LLG.

Table 4.8-8 summarizes the proposed project's daily traffic generation using the SANDAG rates. As shown in this table, at Opening Day (Year 2018), the project is calculated to generate 3,374 ADT with 324 inbound/ 81 outbound trips during the AM peak hour, and 182 inbound/122 outbound trips during the PM peak hour. By Year ~~2013~~2035, a total of 6,750 ADT with 648 inbound / 162 outbound trips during the AM peak hour¹ and 365 inbound / 243 outbound trips during the PM peak hour² would be generated.

Table 4.8-8 Trip Generation Summary

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour				Total	PM Peak Hour				Total
		Rate ⁽¹⁾	Volume	% of ADT ⁽²⁾	In:Out	Volume			% of ADT ⁽²⁾	In:Out	Volume		
					Split	In	Out			Split	In	Out	
Opening Day (Year 2018)													
Education Center	2,812 students	1.2/student	3,374	12%	80:20	324	81	405	9%	60:40	182	122	304
Buildout (Year 2035)													
Education Center	5,625 students	1.2/student	6,750	12%	80:20	648	162	810	9%	60:40	365	243	608

⁽¹⁾ Trip rates taken from the SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for San Diego Region, April 2002. Although an Education Center functions quite differently from a typical community college land use, the SANDAG "junior college" rates were used in these calculations to be conservative.

⁽²⁾ ADT = Average Daily Traffic, rounded to nearest tenth

Source: LLG 2016

Figure 4.8-3 shows the anticipated project traffic volumes throughout the study area. Trip generation percentages were calculated using a select zone assignment (SZA) based on the SANDAG traffic model and using information provided by the PCCD. The project site has been strategically located in the southern range of the District to target an underserved population within the District's boundaries. Using the SANDAG SZA and expected enrollment information provided by the District, approximately 65 percent of the trips are regionally distributed on the I-15, with 27 percent oriented toward the north and 38 percent oriented toward the south. The remaining 35 percent was distributed to the local network.

It should be noted that a review of the SZA indicated one percent of project traffic (20 ADT) would be oriented to/from the community of Westwood via Matinal Road. However, for purposes of being conservative based on the potential for "cut through" trips through the residential community, this percentage was doubled to 2 percent of project trips.

Peak Hour Intersection Operations

Table 4.8-9 summarizes the peak hour intersection operations by Year 2018 (Opening Day) with and without implementation of the proposed project. As shown in this table, all intersections are calculated to continue operate at a LOS D or better by Year 2018 without project scenario and by Year 2018 with project scenario. Therefore, based on the City's significance criteria, the proposed project's contribution to the increase delay traffic time is considered insignificant and impacts to intersections would be less than significant.

¹ The AM peak hour represents the highest one-hour period between 7:00 and 9:00 a.m.

² The PM peak hour represents the highest one-hour period between 4:00 and 6:00 p.m.

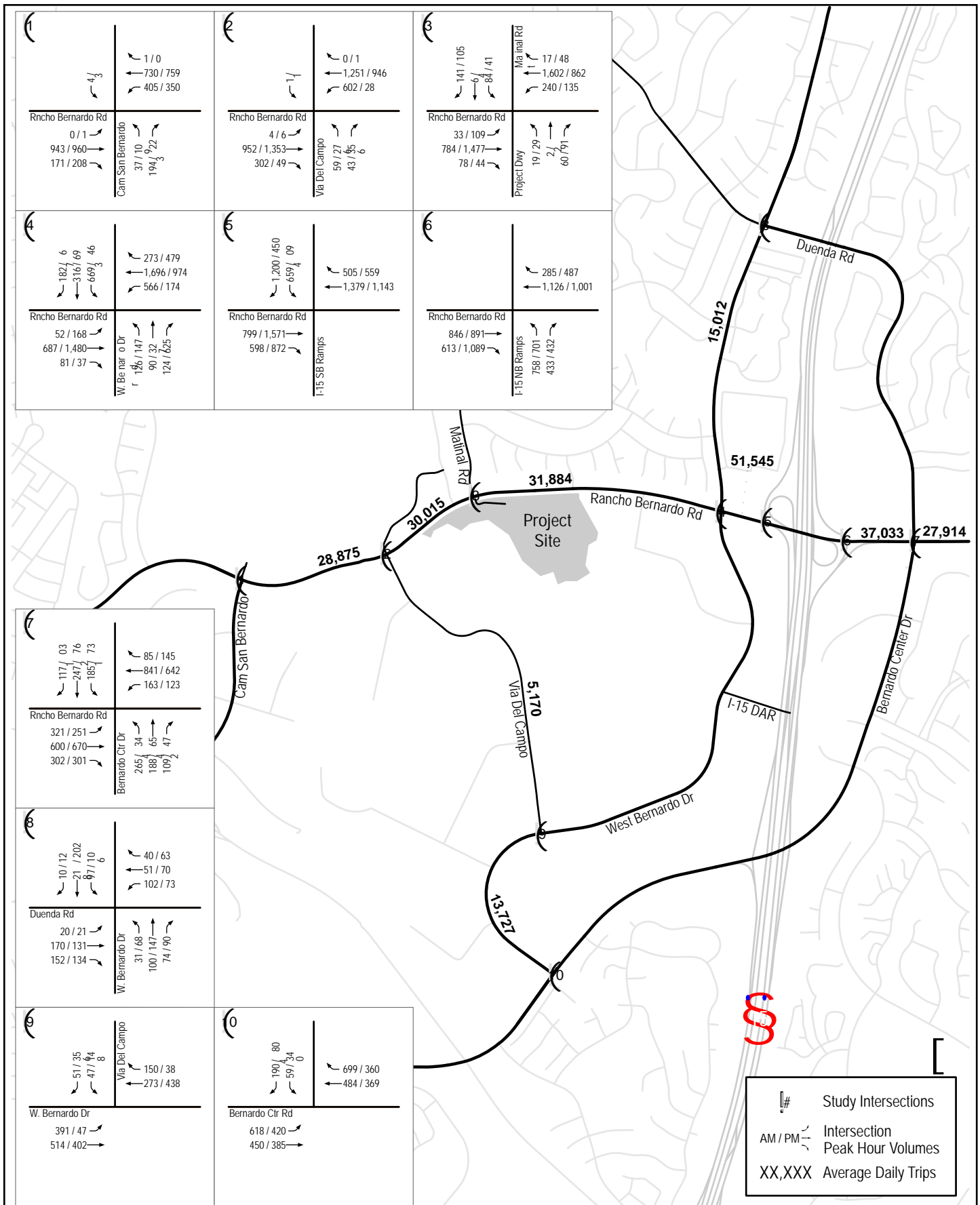


FIGURE 4.8-3
Opening Day With Project Traffic Volumes

Source: LLG 2016

Table 4.8-9 Opening Day Intersection Operations

Intersection	Control Type	Peak Hour	Opening Day Without Project		Opening Day With Project		Delay $\Delta^{(3)}$	Sig? ⁽⁴⁾
			Delay ⁽¹⁾	LOS ⁽²⁾	Delay ⁽¹⁾	LOS ⁽²⁾		
Rancho Bernardo Rd/ Camino San Bernardo	Signal	AM	17.7	B	19.3	B	1.6	No
		PM	22.8	C	23.9	C	1.1	No
Rancho Bernardo Rd/ Via Del Campo	Signal	AM	35.4	D	40.9	D	5.5	No
		PM	22.0	C	24.4	C	2.4	No
Rancho Bernardo Rd/ Matinal Rd	Signal	AM	18.3	B	30.7	C	12.4	No
		PM	12.3	B	24.4	C	12.1	No
Rancho Bernardo Rd/ W. Bernardo Dr	Signal	AM	38.8 38.3	D	53.9 52.4	D	15.1 14.1	No
		PM	47.4 48.2	D	50.1 49.5	D	2.7 1.3	No
Rancho Bernardo Rd/ I-15 Southbound Ramps	Signal	AM	29.2	C	31.1	C	1.9	No
		PM	15.8	B	16.4	B	0.6	No
Rancho Bernardo Rd/ I-15 Northbound Ramps	Signal	AM	21.2	C	22.1	C	0.9	No
		PM	21.1	C	21.6	C	0.5	No
Rancho Bernardo Rd/ Bernardo Center Dr	Signal	AM	29.6	C	30.1	C	0.5	No
		PM	34.8	C	34.9	C	0.1	No
W. Bernardo Dr/ Duenda Rd	Signal	AM	21.0	C	21.1	C	0.1	No
		PM	21.4	C	21.4	C	0.0	No
W. Bernardo Dr/ Via Del Campo	Signal	AM	15.8	B	15.9	B	0.1	No
		PM	19.4	B	20.0	C	0.6	No
W. Bernardo Dr/ Bernardo Center Dr	Signal	AM	15.6	B	15.9	B	0.3	No
		PM	17.2	B	17.4	B	0.2	No

(1) Average delay expressed in seconds per vehicle

(2) LOS = Level of Service

(3) Δ denotes the increase in delay due to project

(4) Sig? = Significant impact, yes or no

Source: LLG 2016

Roadway Segment Operations

Table 4.8-10 summarizes the key roadway segment operations in the study area by Year 2018 (Opening Day) with and without implementation of the proposed project. As shown in this table, all the roadway segments would continue to operate at LOS D or better by Year 2018 with and without the proposed project, with the exception of Rancho Bernardo Road between the I-15 Northbound Ramps and Bernardo Center Drive, which is calculated to operate at LOS E in both scenarios. However, based on the City's significance criteria, since the Rancho Bernardo Road between the I-15 Northbound Ramps and Bernardo Center Drive segment would operate at a LOS E without implementation of the project, the proposed project's contribution to the increase delay traffic time is considered insignificant. Additionally, the project-induced increase in V/C would not exceed 0.02 for LOS E roadway segments. Therefore, impacts to roadway segments would be less than significant on Opening Day.

Table 4.8-10 Opening Day Roadway Segment Operations

Street Segment	Existing Capacity (LOS E) ⁽¹⁾	Opening Day Without Project			Opening Day With Project			Δ ⁽⁵⁾	Sig? ⁽⁶⁾
		ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾	ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾		
Rancho Bernardo Road									
Camino San Bernardo to Via Del Campo	40,000	28,335	C	0.708	28,875	C	0.722	0.014	No
Via Del Campo to Matinal Rd	40,000	29,205	C	0.730	31,702	D	0.793	0.063	No
Matinal Rd to West Bernardo Dr	40,000	29,387	C	0.735	31,884	D	0.797	0.062	No
West Bernardo Drive to I-15 Southbound Ramps ⁽⁷⁾	60,000	49,438 <u>49,318</u>	C	0.824 <u>0.822</u>	51,665 <u>51,545</u>	D	0.861 <u>0.859</u>	0.037	No
I-15 Northbound Ramps to Bernardo Center Drive	40,000	36,696	E	0.917	37,033	E	0.926	0.009	No
Bernardo Center Drive to Bernardo Oaks Drive	40,000	27,712	C	0.693	27,914	C	0.698	0.005	No
West Bernardo Drive									
Duenda Road to Rancho Bernardo Road	30,000	14,900 <u>14,911</u>	C	0.497	15,001 <u>15,012</u>	C	0.500	0.003	No
Via Del Campo to Bernardo Center Drive	30,000	13,457	B	0.449	13,727	B	0.458	0.009	No
Via Del Campo									
Rancho Bernardo Road to West Bernardo Drive ⁽⁸⁾	15,000	4,900	A	0.327	5,170	B	0.345	0.018	No

⁽¹⁾ Capacities based on City of San Diego Roadway Classification & LOS table (see Appendix G)

⁽²⁾ ADT = Average Daily Traffic

⁽³⁾ LOS = Level of Service

⁽⁴⁾ Volume to capacity ratio

⁽⁵⁾ Δ denotes a project-induced increase in the Volume to Capacity ratio

⁽⁶⁾ Sig = Significant impact, yes or no

⁽⁷⁾ With a speed limit of 50 mph, a curb-to-curb width of approximately 108 feet, a 20-foot landscaped median and no on-street parking, the characteristics of this segment functions as a Primary Arterial with an LOS E capacity of 60,000 ADT

⁽⁸⁾ Roadway consists of two travel lanes with a two-way center turn lane. Rancho Bernardo Community Plan 3-Lane Collector equivalent to 2-Lane Collector with TWLTL (third lane).

Source: LLG 2016

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Freeway Segment Operations

Table 4.8-11 summarizes the I-15 freeway segment operations by Year 2018 (Opening Day) with and without implementation of the proposed project. As shown in this table, the northbound and southbound segments of I-15 north and south of Rancho Bernardo Road would continue to operate at LOS D or better during both the AM and PM peak hours with and without implementation of the project, with the exception of the southbound segment of I-15 south of Rancho Bernardo Road which would operate at LOS E during the AM peak hour. However, based on the City's significance criteria, since these freeway segments would operate at a LOS E without implementation of the project, the proposed project's contribution to the increase delay traffic time is considered insignificant. Additionally, the project-induced increase in V/C would not exceed 0.01 for LOS E freeway segments. Therefore, impacts to freeway segments would be less than significant on Opening Day.

Table 4.8-11 Opening Day Freeway Segment Operations

Freeway Segment	Direction	Opening Day Without Project Volumes				Opening Day With Project Volumes						Sig? ⁽⁴⁾
		V/C ⁽¹⁾		LOS ⁽²⁾		V/C ⁽¹⁾		LOS ⁽²⁾		Δ ⁽³⁾		
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Interstate 15												
North of Rancho Bernardo Road	Northbound	0.545	0.891	B	D	0.547	0.894	B	D	0.002	0.003	No
	Southbound	0.824	0.585	D	B	0.831	0.589	D	B	0.007	0.004	No
South of Rancho Bernardo Road	Northbound	0.544	0.799	B	C	0.553	0.804	B	D	0.009	0.005	No
	Southbound	0.937	0.703	E	C	0.940	0.707	E	C	0.002	0.004	No

⁽¹⁾ V/C = (Peak Hour Volume/Hourly Capacity)⁽²⁾ LOS = Level of Service⁽³⁾ Δ denotes the project-induced increase in the volume to capacity ratio⁽⁴⁾ Sig = Significant impact, yes or no

Source: LLG 2016

LOS	V/C
A	<0.41
B	0.62
C	0.80
D	0.92
E	1.00
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

Freeway Ramp Meter Operations

Table 4.8-12 summarizes the operations of the on-ramp meters by Year 2018 (Opening Day) with and without implementation of the proposed project. Both meters would experience acceptable delays of less than 15 minutes with and without implementation of the proposed project. Therefore, impacts to freeway ramp meters would be less than significant.

Table 4.8-12 Opening Day Freeway Ramp Meter Operations

Location	Peak Hour ⁽¹⁾	Peak Hour Demand (D) ⁽²⁾	Flow (F) ⁽³⁾	Excess Demand (E) (veh)	Delay (min)	Queue (ft) ⁽⁴⁾	Sig? ⁽⁵⁾
EB Rancho Bernardo Road to SB I-15 (2 SOV + 1 HOV)⁽⁶⁾							
Existing	AM	333	600	0	0.0	0	
Opening Day Without Project	AM	341	600	0	0.0	0	
Opening Day With Project	AM	352	600	0	0.0	0	
<i>Project Increase</i>	<i>AM</i>	<i>12</i>	<i>—</i>	<i>0</i>	<i>0.0</i>	<i>0</i>	<i>No</i>
EB Rancho Bernardo Road to NB I-15 (1 SOV + 1 HOV)⁽⁶⁾							
Existing	PM	656	576	80	8.3	2,000	
Opening Day Without Project	PM	694	576	118	12.3	2,950	
Opening Day With Project	PM	719	576	143	14.9	3,575	
<i>Project Increase</i>	<i>PM</i>	<i>25</i>	<i>—</i>	<i>25</i>	<i>2.6</i>	<i>625</i>	<i>No</i>

⁽¹⁾ Peak hours shown during ramp meter operations⁽²⁾ Peak hour demand in vehicles/hour/lane per SOV lane⁽³⁾ Meter Rates obtained from Caltrans⁽⁴⁾ Queue calculated assuming vehicle length of 25 feet⁽⁵⁾ Sig = Significant impact, yes or no.⁽⁶⁾ SOV = Single-Occupancy Vehicle, HOV = High Occupancy Vehicle

Source: LLG 2016

Year 2035 Scenario

The Year 2035 Scenario traffic volumes were obtained from the SANDAG Series 12 Year 2035 forecast traffic model. The forecast model is completed in two stages. During the first stage, SANDAG produces a region-wide forecast based on existing demographic and economic trends. During the second stage, a sub-regional forecast is developed by working with local jurisdictions to understand existing and general plan land use plans. These land use plans then become an input to a sub-regional, or neighborhood-level, forecast model that utilizes data on existing development, future land use plans, proximity to existing job centers, past development patterns, and travel times to where growth is likely to occur in the future. The Series 12 traffic model contains all County of San Diego General Plan Update and City of San Diego community planning area land use and roadway network assumptions. Network changes in the vicinity of the project study area included the SANDAG model are as follows:

- **Rancho Bernardo Road** – I-15 Northbound Ramps to Bernardo Center Drive – Improved to Community Plan classification as a Six-Lane Major (Source: Rancho Bernardo Community Plan and Public Facilities Financing Plan (PFFP) FY 2013, fully funded by the Black Mountain Ranch Facilities Benefit Assessment (FBA), date of completion anticipated for FY 2016/2017)
- **West Bernardo Drive: Duenda Road to Rancho Bernardo Road and Via Del Campo to Bernardo Center Drive** – Improved to Community Plan classification as a Four-Lane Major (Source: Rancho Bernardo Community Plan, currently unfunded, date of completion unknown)

In addition, improvements identified per community plans in the project vicinity are as follows:

- **West Bernardo Drive at Bernardo Center Drive** – Improved to provide an additional thru lane on Bernardo Center Drive in the southwesterly direction to ultimately provide two right-turn lanes, two thru lanes, one U-turn lane (Source: Black Mountain Ranch PFFP FY 2015, fully funded by the Black Mountain Ranch FBA, date of completion anticipated for FY 2016)

The traffic analysis zone (TAZ) for the project site contains 60.2 acres of commercial office uses generating 14,270 ADT. The project site is currently developed with a vacant office building. This area is included in the Rancho Bernardo Community Plan as part of the 588-acre Bernardo Industrial Park. The project site makes up 27 acres of the Bernardo Industrial Park and is entitled for a total of 330,000 SF of commercial office. Per the *Bernardo Industrial Park Lot 11 Final MND*, certified October 13, 2005, 3,300 ADT of the 14,270 commercial office trips are attributable to the 330,000 SF office buildings. Therefore, the Year 2035 Without Project traffic volumes represent the current zoning in the traffic model including the entitled office buildings. In order to forecast the Year 2035 Without Project traffic volumes, the 3,300 ADT generated by the office land use were removed from the forecast volumes representative of a vacant site. The 6,750 ADT calculated to be generated by the project were then added to the baseline volumes to arrive at Year 2035 With Project traffic volumes.

The model-generated peak hour volumes are not considered accurate as the primary purpose of the model is to forecast average daily traffic volumes and not predict volumes on an hourly basis. Therefore, the peak hour turning movement volumes at an intersection were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes. This same relationship can be assumed to generally continue in the future. Figure 4.8-4 shows the Year 2035 without Project Scenario Traffic Volumes. Figure 4.8-5 shows the Year 2035 (Maximum Enrollment) with Project Scenario Traffic Volumes.

Peak Hour Intersection Operations

Table 4.8-13 summarizes peak hour intersection operations for the Year 2035 with and without implementation of the proposed project. As shown in this table, all intersections would operate at LOS D or better with and without the proposed project, with the exception of the following intersections:

- Rancho Bernardo Road/Via Del Campo – LOS E (AM/PM peak hours) without the proposed project
- Rancho Bernardo Road/Via Del Campo – LOS F (AM peak hour) and LOS E (PM peak hour) with the proposed project
- Rancho Bernardo Road/Martinal Road – LOS E (AM/PM peak hours) with proposed project
- Rancho Bernardo Road/West Bernardo Drive – LOS E (PM peak hour) without the proposed project
- Rancho Bernardo Road/West Bernardo Drive – LOS F (AM peak hour) and LOS E (PM peak hour) with the proposed project

Based on the City's significance criteria, three significant cumulative impacts were calculated with the addition of project traffic, since the project-induced increase in delay would exceed 2.0 seconds for LOS E intersections and 1.0 second for LOS F intersections. Therefore, cumulative impacts to intersections associated with implementation of the proposed project would be significant in the Year 2035 scenario.

Roadway Segment Operations

Table 4.8-14 summarizes the key roadway segment operations for the Year 2035 with and without implementation of the project. As seen in this table, all segments would operate at a LOS D or better with or without project implementation, with the exception of the following:

- Rancho Bernardo Road between I-15 Northbound Ramps and Bernardo Center Drive – LOS E
- Rancho Bernardo Road between Bernardo Center Drive and Bernardo Oaks Drive – LOS E

Based on the City's significance criteria, the proposed project would not result in a significant increase in volume to capacity ratio on any of these roadways. Therefore, cumulative impacts to roadway segments associated with implementation of the proposed project would be less than significant in the Year 2035 scenario.

Access Assessment

The Rancho Bernardo Road/Martinal Road signalized intersection was previously constructed to provide access to the vacant office building. With the increase in traffic anticipated with the change in land use for the proposed project, this intersection would operate at LOS E by the Year 2035 at maximum enrollment. In order to accommodate the increase in traffic with the buildout of the campus and achieve acceptable LOS D operations, the northbound approach (exiting the site) should be restriped to provide a shared left-turn/thru lane and a dedicated right-turn lane.

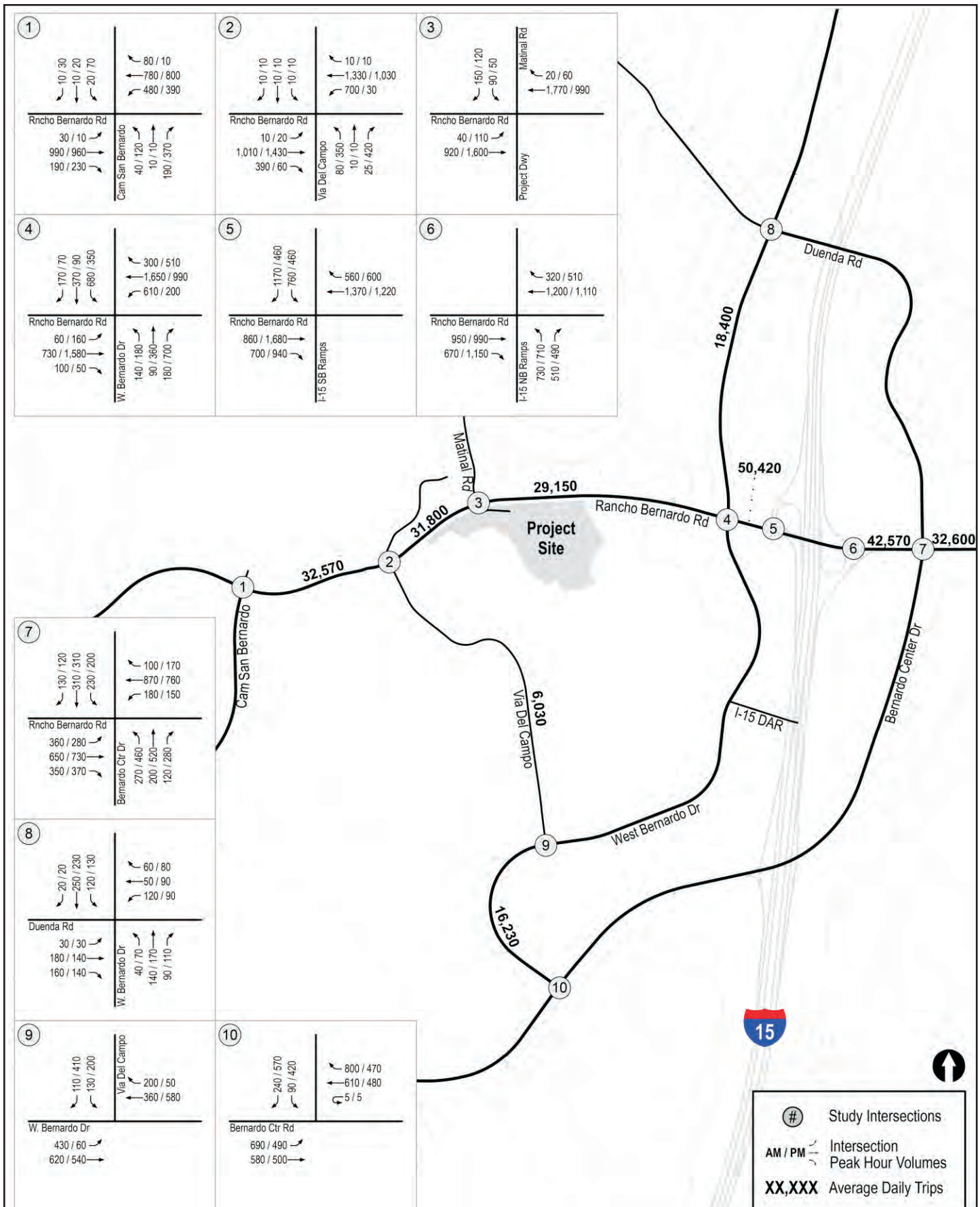


FIGURE 4.8-4
Year 2035 Without Project Traffic Volumes

Source: LLG 2016

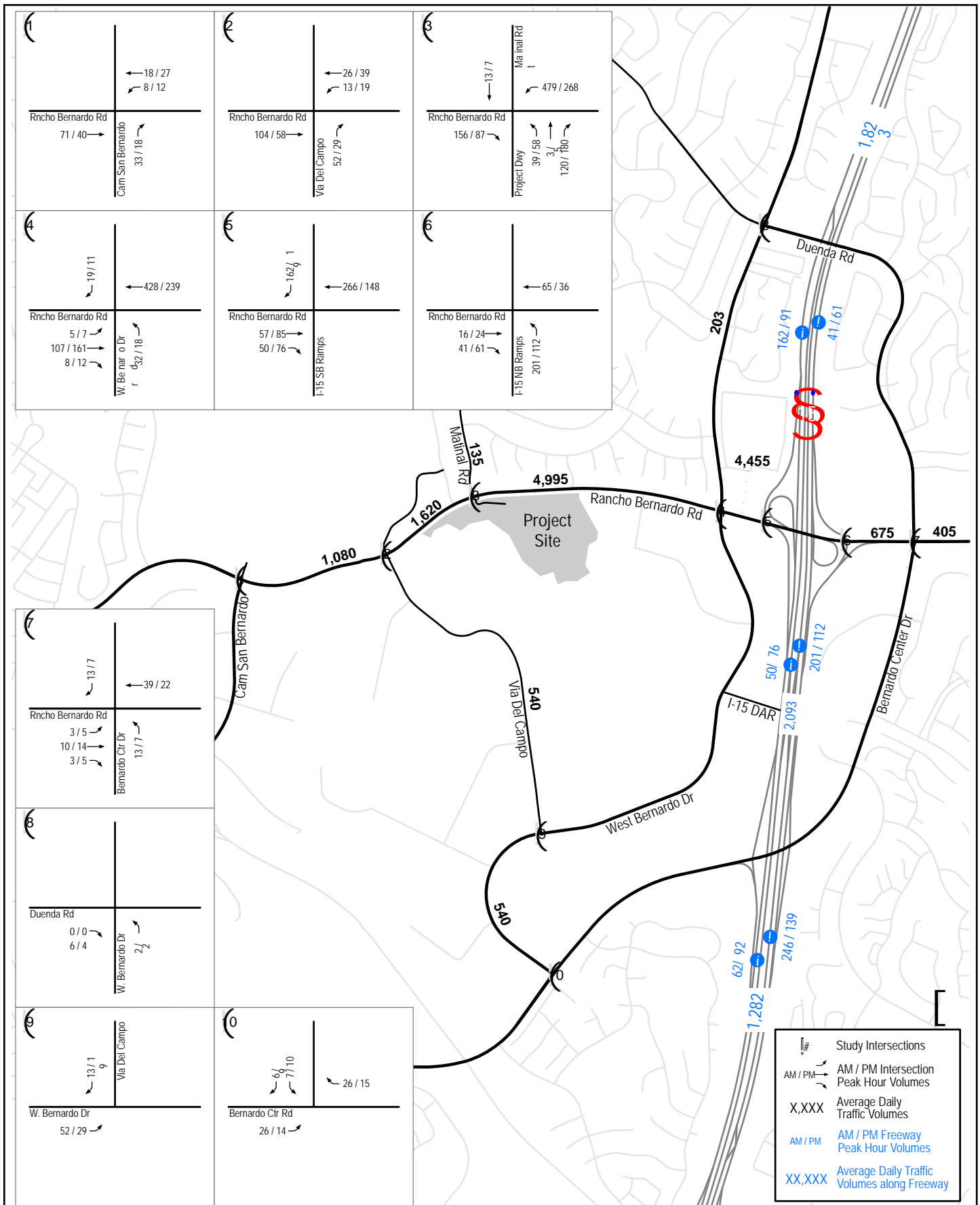


FIGURE 4.8-5
Year 2035 With Project (Maximum Enrollment) Traffic Volumes

Source: LLG 2016

Table 4.8-13 Long-Term Intersection Operations

Intersection	Control Type	Peak Hour	Year 2035 Without Project		Year 2035 With Project		Delay $\Delta^{(3)}$	Sig? ⁽⁴⁾
			Delay ⁽¹⁾	LOS ⁽²⁾	Delay ⁽¹⁾	LOS ⁽²⁾		
Rancho Bernardo Rd/ Camino San Bernardo	Signal	AM	23.3	C	27.7	C	4.4	No
		PM	36.0	D	39.4	D	3.4	No
Rancho Bernardo Rd/ Via Del Campo	Signal	AM	79.8	E	93.9	F	14.1	Yes
		PM	61.3	E	66.7	E	5.4	Yes
Rancho Bernardo Rd/ Matinal Rd	Signal	AM	27.6	C	62.4	E	34.8	Yes
		PM	11.8	B	61.0	E	49.2	Yes
Rancho Bernardo Rd/ W. Bernardo Dr	Signal	AM	51.4	D	96.7	F	45.3	Yes
		PM	59.9	E	66.2	E	6.3	Yes
Rancho Bernardo Rd/ I-15 Southbound Ramps	Signal	AM	21.9	C	29.6	C	7.7	No
		PM	13.4	B	15.2	B	1.8	No
Rancho Bernardo Rd/ I-15 Northbound Ramps	Signal	AM	16.4	B	17.6	B	1.2	No
		PM	16.5	B	17.7	B	1.2	No
Rancho Bernardo Rd/ Bernardo Center Dr	Signal	AM	34.1	C	35.4	D	1.3	No
		PM	44.0	D	45.0	D	1.0	No
W. Bernardo Dr/ Duenda Rd	Signal	AM	23.2	C	23.5	C	0.3	No
		PM	22.7	C	22.8	C	0.1	No
W. Bernardo Dr/ Via Del Campo	Signal	AM	22.5	B	23.0	C	0.5	No
		PM	22.0	C	23.8	C	1.8	No
W. Bernardo Dr/ Bernardo Center Dr	Signal	AM	16.0	B	16.7	B	0.7	No
		PM	18.5	B	19.0	B	0.5	No

Bold and shading represents a significant cumulative impact

⁽¹⁾ Average delay expressed in seconds per vehicle

⁽²⁾ LOS = Level of Service

⁽³⁾ Δ denotes the increase in delay due to project

⁽⁴⁾ Sig? = Significant impact, yes or no

Source: LLG 2016

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Table 4.8-14 Long-Term Roadway Segment Operations

Street Segment	Existing Capacity (LOS E) ⁽¹⁾	Year 2035 Without Project			Year 2035 With Project			Δ ⁽⁵⁾	Sig? ⁽⁶⁾
		ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾	ADT ⁽²⁾	LOS ⁽³⁾	V/C ⁽⁴⁾		
Rancho Bernardo Road									
Camino San Bernardo to Via Del Campo	40,000	32,570	D	0.814	33,650	D	0.841	0.027	No
Via Del Campo to Matinal Road	40,000	31,800	D	0.795	33,420	D	0.836	0.041	No
Matinal Road to West Bernardo Drive	40,000	30,150	D	0.754	33,145	D	0.829	0.125	No
West Bernardo Drive to I-15 Southbound Ramps ⁽⁷⁾	60,000	50,420	D	0.840	54,875	D	0.915	0.075	No
I-15 Northbound Ramps to Bernardo Center Drive	50,000	42,570	D	0.851	43,245	D	0.865	0.014	No
Bernardo Center Drive to Bernardo Oaks Drive	40,000	32,600	D	0.815	33,005	D	0.825	0.010	No
West Bernardo Drive									
Duenda Road to Rancho Bernardo Road	30,000	18,400	C	0.613	18,603	C	0.620	0.007	No
Via Del Campo to Bernardo Center Drive	30,000	16,230	C	0.541	16,770	C	0.559	0.018	No
Via Del Campo									
Rancho Bernardo Road to West Bernardo Drive	15,000	6,030	B	0.402	6,570	B	0.438	0.036	No

⁽¹⁾ Capacities based on City of San Diego Roadway Classification & LOS table (see Appendix G)

⁽²⁾ ADT = Average Daily Traffic

⁽³⁾ LOS = Level of Service

⁽⁴⁾ Volume to capacity ratio

⁽⁵⁾ Δ denotes a project-induced increase in the Volume to Capacity ratio

⁽⁶⁾ Sig = Significant impact, yes or no

⁽⁷⁾ With a speed limit of 50 mph, a curb-to-curb width of approximately 108 feet, a 20-foot landscaped median and no on-street parking, the characteristics of this segment functions as a Primary Arterial with an LOS E capacity of 60,000 ADT

Source: LLG 2016

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

Cut-Through Traffic Assessment

The project proposes access from the Matinal Road intersection onto Rancho Bernardo Road. Currently, this location primarily serves as access to the Westwood residential community located north of Rancho Bernardo Road. A review of the SANDAG select zone assignment (SZA) computer model indicated one percent of project traffic (33 ADT in Opening Day and 68 ADT at maximum enrollment in Year 2035) would be oriented to/from the community of Westwood via Matinal Road. However, for purposes of being conservative based upon the potential for “cut-through” trips through the residential community, this percentage was doubled to 2 percent of project trips. The likelihood of trips utilizing Matinal Road would be the result of one of two factors: (1) People living in the Westwood community who would attend the North Education Center; or (2) People oriented further north that would “cut-through” the Westwood community to reach the project site.

Matinal Road serves as a residential roadway providing local access for homes within the area. West Bernardo Drive is the main Collector road in the community lined with feeder roads connecting Westwood residents to their ultimate destination. A travel time study was conducted for two optional routes between the project site and the Duenda Road/West Bernardo Drive intersection in the northern part of the community. The travel time study was conducted to determine the amount of time it would take to travel between these two points during the PM peak hour (4:30-5:30 p.m.) using the Collector road route on West Bernardo Drive and the residential route via Matinal Road.

While the travel time study shows a slight increase in the amount of time it would take to travel from project site to the Duenda Road/West Bernardo Drive intersection using West Bernardo Drive and Rancho Bernardo Road, it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Matinal Road as a “cut-through” route since they would need to be familiar with the local streets. For drivers who are familiar with the area, a reduction in travel time of 36 seconds is relatively small and considered insignificant.

Mitigation Measures

As discussed above, three cumulative significant intersection impacts would result with implementation of the proposed project in Year 2035. Per the TIA prepared by LLG, the following mitigation measures are recommended to mitigate the cumulative intersection impacts associated with the proposed project.

TRA-1 Rancho Bernardo Road/Via Del Campo – The project shall reconstruct the median on the south leg of the intersection and restripe the northbound approach within the existing paved width to provide a third lane (an exclusive left-turn lane), thru lane, and dedicated right-turn lane. A traffic signal modification plan shall be prepared. Implementation of this improvement reduces the cumulative impact to below significant levels.

TRA-2 Rancho Bernardo Road/Matinal Road/Project Access – Prior to Opening Day, 1) restripe the northbound approach to provide a shared left-turn/thru lane and a dedicated right-turn lane; or 2) restripe the northbound approach with dedicated left-turn and right-turn lanes (with northbound thru movements prohibited) and the southbound approach with a shared left-turn/right-turn lane and southbound thru movement prohibited. Implementation of these improvements reduces this cumulative impact to below significant levels.

TRA-3 was fully evaluated and has been determined to be ineffective and therefore is not being adopted.

~~**TRA-3 Rancho Bernardo Road/ West Bernardo Drive** – The Rancho Bernardo Road/ West Bernardo Drive intersection has recently been improved to its ultimate Community Plan classification. Improvements per the Rancho Bernardo Public Facilities Financing Plan (PFFP) Project No. T-14 widened Rancho Bernardo Road to its current six lane cross section, which included additional lanes at the westbound approach to West Bernardo Drive. Extensive research was conducted to determine the feasibility of providing capacity enhancing improvements at this intersection.~~

~~All intersection approaches provide dual left turn lanes. The westbound and northbound approaches provide dedicated right turn lanes. Consideration was given toward providing a right-turn overlap phase for the westbound right turn lane. However, with this improvement, the intersection was calculated to continue to operate at significant LOS F conditions.~~

~~In addition, there is no available right-of-way along these roadways. Even if it was feasible to widen Rancho Bernardo Road and/or West Bernardo Drive to include dedicated right turn lanes at the eastbound and southbound approaches, the analysis proved these improvements would not reduce the impact to below significant levels. Field observations, a review of the available right-of-way, and operational analyses completed with the improvements suggested above concluded that improvements such as additional lanes, signal timing modifications, right turn overlap phasing, etc. would be physically infeasible and/or do not reduce levels of service to below a level of significance. Therefore, the cumulative impact at this intersection would remain significant and unmitigated.~~

~~**TRA-4** As part of the proposed project, a Transportation Demand Management (TDM) plan will be implemented and include the following measures to help alleviate peak hour congestion along the study area roadway systems:~~

- ~~a. The project will coordinate with the Metropolitan Transit System to determine the feasibility of providing a bus stop on campus.~~
- ~~b. Bicycle racks and lockers will be provided for student and staff/faculty use.~~
- ~~c. Transportation information will be displayed in common areas accessible to students, faculty and staff. Transportation Information Displays should include, at a minimum, the following materials:~~
 - ~~i. Ridesharing promotional material;~~
 - ~~ii. Bicycle route and parking including maps and bicycle safety information;~~
 - ~~iii. Materials publicizing internet and telephone numbers for referrals on transportation information;~~
 - ~~iv. Promotional materials supplied by North County Transit District, Metropolitan Transit System, and/or other publicly supported transportation organizations; and~~
 - ~~v. A listing of facilities at the site for carpoolers/vanpoolers, transit riders, bicyclist and pedestrians, including information on the availability of preferential carpool/vanpool parking spaces and the methods for obtaining these spaces.~~

- ~~d. Carpool/vanpool parking spaces will be provided in preferentially located areas (closest to building entrances). These spaces will be signed and striped "Car/Vanpool Parking Only." Information about the availability of and the means of accessing the car/vanpool parking spaces will be posted on Transportation Information Displays located in common areas and the campus website.~~
- ~~e. Provide charging station(s) for electric vehicles.~~
- ~~f. Balance class schedules by spreading classes throughout the course of the day to reduce peak hour volumes during the peak hours of the adjacent street system.~~

4.8.3.2 Issue 2 – Conflict with an Applicable Congestion Management Plan

Would implementation of the proposed project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Standards of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would conflict with an adopted congestion management plan.

Impact Analysis

The closest designated congestion management program (CMP) roadway that serves the project site is I-15, as identified in the Final 2008 Congestion Management Program Update (SANDAG 2008). However, as discussed in Section 4.8.3.1 above, the proposed project would not adversely affect traffic conditions on the I-15 or the surrounding local circulation system. Further, the proposed project does not propose any modifications to the I-15 or access to the I-15 and would not result in a substantial number of new trips on the I-15 during peak hours (refer to Table 4.8-12). Therefore, the proposed project would not conflict with an applicable CMP roadway and impacts would be less than significant.

Mitigation Measures

Impacts related conflicts with an applicable congestion management plan would be less than significant without mitigation. Thus, no mitigation measures are required.

4.8.3.3 Issue 3 – Inadequate Emergency Access

Would the proposed PCCD South Education Center result in inadequate emergency access?

Standards of Significance

Based on Appendix G of the CEQA Guidelines, the proposed project would result in a significant impact related to emergency access if there was inadequate access to the project site for emergency services.

Impact Analysis

The Rancho Bernardo Community Plan does not identify any evacuation routes within the study area (City of San Diego 1988). The proposed project would continue to utilize the existing driveway at the intersection of Rancho Bernardo Road and Matinal Road for site access. Development of the proposed project would also construct an internal looped roadway that would provide access throughout the campus. The proposed project would comply with all applicable design regulations and policies related to emergency services requirements, such as the fire code and street design requirements for fire trucks. Therefore, the proposed project would provide adequate emergency access to the project site and impacts would be less than significant.

Mitigation Measure

Impacts related to inadequate emergency access would be less than significant without mitigation. Thus, no mitigation measures are required.

4.8.3.4 Issue 4 – Alternative Transportation Facilities

Would the proposed PCCD South Education Center conflict with an adopted plan, policy, or program regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Standards of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would conflict with an adopted plan, policy, or program regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Impact Analysis

As described in Section 4.8.1.3 above, the proposed project would continue to utilize the existing driveway at the intersection of Rancho Bernardo Road and Matinal Road for access to the project site. This intersection is signalized, which provides a safe, controlled crossing for pedestrians and bicyclists to cross Rancho Bernardo Road. Sidewalks are provided along the roadways surrounding the project site, including Rancho Bernardo Road and Matinal Road. Class II or Class III bike lanes are also provided along Rancho Bernardo Road in the project area. Implementation of the proposed project would not result in the removal of any of these existing facilities. Additionally, the Rancho Bernardo Transit Station is located in the project vicinity on West Bernardo Drive at the I-15. Implementation of the project would not have any effect on operation of the transit center or on transit circulation in the project area.

The Bicycle Master Plan for the City of San Diego defers to the Rancho Bernardo Community Plan for bicycle improvements in the project area (City of San Diego ~~2011~~2013). The proposed facilities for the area are Class III bike paths along the community's street network. Class II and Class III bicycle lanes are currently provided on Rancho Bernardo Road, and the proposed project would not interfere with the provision of these facilities on any other roadway in the community, including Matinal Road or Olmeda Way. Therefore, implementation of the proposed project would not conflict with the City's Bicycle Master Plan. The Pedestrian Master Plan does not propose any specific pedestrian facilities or goals for the project area. Therefore, the proposed project would not interfere with the Pedestrian Master Plan's overall goals

of pedestrian safety, accessibility, connectivity and walkability. Therefore, the project would not conflict with the Pedestrian Master Plan during operation. Thus, implementation of the proposed project would not conflict with any applicable plan, policy or program related to alternative transportation.

Mitigation Measure

Impacts related to the performance of the circulation system would be less than significant without mitigation. Thus, no mitigation measures are required.

4.8.3.5 Issue 5 – Parking

Would the proposed PCCD South Education Center result in inadequate parking supply?

Standards of Significance

Based on Appendix G of the CEQA Guidelines, implementation of the proposed project may have a significant impact if it would result in inadequate parking capacity.

Impact Analysis

As further described in the Parking Impact Analysis memorandum prepared by LLG dated March 2016 (Appendix H), since project-specific parking information was not available, it was determined that the Institute of Transportation Engineers (ITE) parking rate of 0.20 spaces per FTES for junior/community colleges, was most appropriate for calculating the required parking supply. Using the ITE rate, a total of 408 parking spaces would be required for the proposed project at maximum enrollment which is projected at 2,000 students by Year 2035. Additionally, a total of 35-40 staff members is anticipated with maximum enrollment. ITE also provides a rate of 4.8 spaces per 1,000 square feet (KSF) of gross floor area (GFA) for a junior/community college. Using this rate, a total of 480 spaces would be required for the proposed project for existing 110,000 square foot building.

Proposed Parking

Per the most current site plan for the satellite campus, a total of 737 parking spaces are proposed. The total parking spaces would be provided via a 544-space existing parking structure plus 193-space existing surface lot previously constructed for the office land use. Therefore, the proposed project adequately meets the required parking at maximum enrollment.

Available Off-site Parking

Additionally, an off-site parking demand study was conducted in the adjacent residential community of Westwood as described further in the parking memorandum (Appendix H). Within the selected study area, the total on-street parking supply was counted at 511 spaces. The supply amount was calculated by measuring the curb length where on-street curbside parking was permitted along residential streets and discounting any driveways, intersections and red curbs. A conservative length of 25 feet per vehicle was used in the calculations.

A parking occupancy count was conducted during typical peak times for campus activity. The results of the occupancy count indicates that, at most, 27 percent of the supply was occupied by parked vehicles. As such, there is a large amount of existing on-street parking available within the Westwood community.

Therefore, implementation of the proposed project would not result in inadequate parking supply on site or off site.

Mitigation Measure

Impacts related to parking capacity would be less than significant without mitigation; therefore, no mitigation measures are required.

4.8.4 Cumulative Impacts

4.8.4.1 Circulation System Performance

The geographic context for the cumulative analysis of circulation system impacts is the City of San Diego. A significant cumulative impact would occur if cumulative projects generated new vehicle trips that would have the potential to exceed the current capacity of the City's circulation system. Thus, there is the potential for a significant cumulative impact related to the degradation of the circulation system performance to occur.

The Opening Day and Year 2035 scenarios discussed in Section 4.8.3.1 above include the projected increase in traffic for the project and cumulative growth. Therefore, cumulative impacts associated with increases in traffic and exceedances of LOS standards are discussed in Section 4.8.3.1 above. According to this analysis, the proposed project would adversely affect existing traffic conditions at three intersections in Year 2035; thus, these cumulative impacts would be significant. However, implementation of the proposed mitigation measures described in Section 4.8.3.1 combined with the TDM plan proposed for the project would help to reduce the cumulative impacts to below significant levels. Therefore, after mitigation, the proposed project would not result in a cumulatively considerable contribution to the potentially significant cumulative impact associated with degradation of the circulation system performance.

4.8.4.2 Congestion Management Plan

The geographic context for the cumulative analysis of CMP impacts is I-15 in the project vicinity. As described above, the closest designated CMP roadway that serves the project site is I-15, as identified in the Final 2008 Congestion Management Program Update (SANDAG 2008). However, as discussed in Section 4.8.3.1 above, the proposed project would not adversely affect traffic conditions on the I-15 or the surrounding local circulation system. Further, the proposed project does not propose any modifications to the I-15 or access to the I-15 and would not result in a substantial number of new trips on the I-15 during peak hours (refer to Table 4.8-12). Therefore, the proposed project would not result in a cumulatively considerable contribution to the potentially significant cumulative impact with an applicable CMP roadway.

4.8.4.3 Inadequate Emergency Access

The geographic context for the cumulative analysis of emergency access impacts is the roadway in the project vicinity. As described above, the Rancho Bernardo Community Plan does not identify any evacuation routes within the study area (City of San Diego 1988). The proposed project would continue to utilize the existing driveway at the intersection of Rancho Bernardo Road and Matinal Road for site

access. Development of the proposed project would also construct an internal looped roadway that would provide access throughout the campus. The proposed project would comply with all applicable design regulations and policies related to emergency services requirements, such as the fire code and street design requirements for fire trucks. Therefore, the proposed project not result in a cumulatively considerable contribution to the potentially significant cumulative impact related to emergency access to the project site.

4.8.4.4 Alternative Transportation Facilities

The geographic context for the cumulative analysis of alternative transportation is the alternative transportation facilities in the study area identified in the Traffic Impact Analysis (Appendix G of this EIR). If cumulative development in the study area would not implement the applicable portions of the Bicycle Master Plan and Pedestrian Master Plan, or would result in new safety hazards to those who use alternative transportation facilities, a cumulative impact would occur. As discussed in Section 4.8.3.3 above, the project would not result in a long-term impact to alternative transportation facilities and would not conflict with the applicable master plans. Further, the proposed project does not include any modifications to pedestrian or bicyclists' facilities. Therefore, a significant cumulative impact related to alternative transportation would not occur.

4.8.5 CEQA Checklist Items Deemed Not Applicable to the Project

Would the proposed project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The project site is not located in close proximity to any airports, and the proposed PCCD South Education Center would not change existing air traffic patterns or volumes in any measurable way that would otherwise result in substantial safety risks; therefore, no further evaluation is necessary.

Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As discussed in Section 4.8.3.1 above, the proposed project would continue to utilize the existing driveway to access the project site and, as such, operation of the proposed project would not increase current levels of LOS. Further, the proposed project would be in compliance with all applicable roadway design guidelines and regulations for the construction of the internal looped roadway as well as project site access. The proposed project would not include any hazardous design features or accommodate incompatible uses. Therefore, the proposed project would not substantially increase hazardous due to a design feature or incompatible uses; thus, no further evaluation is necessary.

4.8.6 References

City of San Diego. 2006. City of San Diego Pedestrian Master Plan. December 2006.

City of San Diego. 2008. City of San Diego General Plan Mobility Element. March 2008.

City of San Diego. ~~2011~~2013. City of San Diego Bicycle Master Plan Update. ~~June 2011~~July 2013.

City of San Diego. 2016. Rancho Bernardo Community Plan. Accessed online on June 1, 2016 at:
<https://www.sandiego.gov/sites/default/files/legacy//planning/community/profiles/ranchobernardo/pdf/rbcpfullversion.pdf>

Linscott, Law and Greenspan, Engineers (LLG). 2016. Traffic Impact Analysis, Palomar Community College District South Education Center, San Diego, California. March. (Appendix G of this EIR.)

San Diego Association of Governments. 2008. Final 2008 Congestion Management Program Update. November 2008.

San Diego Association of Governments. 2011. 2050 Regional Transportation Plan. October 2011.

Chapter 5 **OTHER CEQA CONSIDERATIONS**

This chapter of the EIR addresses the following considerations pursuant to Sections 15126.2 and 15128 of the CEQA Guidelines, as follows:

- Effects not found to be significant;
- Growth-inducing impacts of the proposed project; and
- Significant and unavoidable environmental effects which cannot be avoided if the proposed project is implemented; and
- Significant irreversible environmental changes which would be involved in the proposed project should it be implemented

5.1 Effects Not Found to be Significant

Section 15128 of the CEQA Guidelines requires that an EIR contain a brief statement disclosing the reasons why various possible environmental effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The proposed PCCD South Education Center project has been reviewed against the potential issues contained in the Initial Study in Appendix G of the CEQA Guidelines. Environmental topics for which potentially significant impacts have been identified are addressed in Chapter 4, Environmental Impact Analysis, of this EIR. This section addresses the environmental topics for which impacts have been found not to be significant.

Agriculture and Forestry Resources

Would the proposed 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?

The proposed project is located in an area designated as “Urban and Built-up Land” on the San Diego County Important Farmland 2010 map (California Department of Conservation 2013), prepared pursuant to the Farmland Mapping and Monitoring Program. There are no areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) within or in the vicinity of the project site. Thus, the proposed project would not convert farmland to non-agricultural use, and no impact would occur.

Would the proposed project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The PCCD is constitutionally exempt from local zoning and land use regulations. In addition, due to their tax-exempt status, land owned by the PCCD is not subject to Williamson Act land use/tax contracts. Irrespective of this exemption, the proposed project is located in an area designated as “Built-Up Land” on the San Diego County Williamson Act Lands 2013/2014 map (California Department of Conservation 2013). There are no parcels zoned for agricultural use and no lands under Williamson Act contract within or in the vicinity of the project site. Thus, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

Would the proposed project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?

The proposed project is located in a developed urban area with surrounding parcels zoned for industrial and residential uses. The 2010 Assessment of California’s Forests and Rangelands (California Department of Forestry and Fire Protection 2010) does not designate forest land or timberland within or in the vicinity of the project site. Thus, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland, and no impact would occur.

Would the proposed project result in the loss of forest land or conversion of forest land to non-forest use?

As discussed above, the 2010 Assessment of California’s Forests and Rangelands (California Department of Forestry and Fire Protection 2010) does not designate forest land or timberland within or in the vicinity of the project site. Thus, the proposed project would not result in the loss of forest land or conversion of forest land into non-forest use, and no impact would occur.

Would the proposed 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 into non-forest use?

As discussed above, there are no areas designated as Farmland or forest land within or in the vicinity of the project site. Thus, the proposed project would not involve other changes in the existing environment which could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use, and no impact would occur.

Cultural Resources

Would the proposed project cause a substantial adverse change in the significance of an historical or archeological resource as defined in Section 15064.5 of the CEQA Guidelines?

According to the previously approved MND for Rancho Bernardo Industrial Park North – Lot 11 project that was prepared for the existing development on the project site (City of San Diego 2005), there were no significant historical resources located within the project site. The project site is currently developed with an unfinished light industrial park that was constructed in 2008/2009. Adjacent properties also do not contain buildings or structures that are 45+ years old. As such, there are no potential historical resources on the project site or adjacent properties eligible for listing in the National Register of Historic

Places, California Register of Historical Resources, or City of San Diego Register of Historic Resources. Thus, the proposed project would not cause a substantial adverse change in the significance of an historical resource, and no impact would occur.

Would the proposed project disturb any human remains, including those interred outside of formal cemeteries?

As discussed above, the previously approved MND for Rancho Bernardo Industrial Park North – Lot 11 project did not identify any cultural resources within the project site. In addition, because the site has been previously graded, any excavation associated with construction of the proposed project would occur on imported or non-native soils. As such, the disruption of human remains is not likely to occur and no direct mitigation would be required for development of the project site. Thus, impacts would be less than significant.

Geology and Soils

Would the proposed project expose people or structures to potential substantial adverse effects, including 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;**

The proposed project is not located within an Alquist-Priolo Earthquake Fault Zone (California Department of Conservation 2007). According to the updated geotechnical investigation for the project site (Geocon Incorporated 2012), a review of geologic literature indicates that there are no known or potentially active faults at the project site. An unnamed fault was discussed in a previous geotechnical investigation (Woodward-Clyde 1997) and has been mapped approximately within the area of previous grading at the north end of the project site. This fault was exposed within the Santiago Peak Volcanics and has not been documented to have displaced Quaternary or Holocene-aged deposits. As such, this fault is considered to be “inactive” as defined by the current California Geological Survey criteria. Thus, impacts associated with rupture of a known earthquake fault would be less than significant.

- ii. Strong seismic ground shaking;**

According to the updated geotechnical investigation for the project site (Geocon Incorporated 2012), seven known active faults are located within a search radius of 50 miles from the project site, as summarized in Table 5-1. The nearest active faults are the Newport-Inglewood and Rose Canyon fault zones, which are located approximately 13 miles west of the project site and represent the dominant source of potential ground motion. In the event of a major earthquake these or other faults in the southern California and northern Baja California area, the project site could be subjected to moderate to severe seismic ground shaking. However, the proposed project would be engineered to withstand the expected ground accelerations that may occur at the project site from regional active faults. Proper engineering and adherence to the California Building Code seismic design criteria and the 2012 geotechnical investigation recommendations would minimize the risk to life and property from potential ground motion at the project site. Thus, impacts associated with strong seismic ground shaking would be less than significant.

Table 5-1 Peak Ground Acceleration at Project Site from Regional Active Faults

Fault Name	Distance from Project Site (miles)	Maximum Earthquake Magnitude (Mw)	Peak Ground Acceleration (g) ⁽¹⁾		
			Boore-Atkinson 2008 Model	Campbell-Bozorgnia 2008 Model	Chiou-Youngs 2008 Model
Newport-Inglewood	13	7.5	0.21	0.17	0.21
Rose Canyon	13	6.9	0.17	0.15	0.15
Elsinore	22	7.85	0.17	0.13	0.16
Coronado Bank	27	7.4	0.13	0.09	0.10
Palos Verdes Connected	27	7.7	0.14	0.10	0.12
Earthquake Valley	31	6.8	0.09	0.07	0.06
San Jacinto	44	7.88	0.10	0.08	0.09

⁽¹⁾ Peak ground acceleration was calculated using three models based on different acceleration-attenuation relationships. Ground acceleration is expressed in units of acceleration due to gravity (g), where 1 g corresponds to the vertical acceleration force due to gravity.

Source: Geocon Incorporated 2012

iii. Seismic-related ground failure, including liquefaction; or

Liquefaction typically occurs when a site is located in a zone with seismic activity, on-site soils are cohesionless or silt/clay with low plasticity, groundwater is encountered within 50 feet of the surface, and soil densities are less than about 70 percent of the maximum dry densities. If these four criteria are met, a seismic event could result in a rapid pore water pressure increase from the earthquake-generated ground accelerations. According to the updated geotechnical investigation for the project site (Geocon Incorporated 2012), due to the lack of a near-surface groundwater table and dense nature of the underlying compacted fill and formational rock materials, the potential for liquefaction at the project site is considered very low. Thus, impacts associated with liquefaction would be less than significant.

iv. Landslides?

According to the updated geotechnical investigation for the project site (Geocon Incorporated 2012), landslide deposits have been previously mapped on the project site. However, the landslides have been mitigated using conventional grading practices (i.e., buttresses, stability fills, complete removal). Landslides left in place on the project site have been stabilized with buttress fill and are located outside the area of the proposed improvements. As such, landslide hazards at the project site are considered low. Thus, impacts associated with landslides would be less than significant.

Would the proposed project result in substantial soil erosion or the loss of topsoil?

The proposed project would involve grading and excavation, which would result in disturbed soils and temporary stockpiles of excavated materials that would be exposed to erosion. As discussed in further detail in Section 4.5, Hydrology and Water Quality, implementation of construction BMPs in compliance with the NPDES Construction General Permit would minimize the potential for erosion and siltation. Following construction, any remaining disturbed soils would be stabilized with landscaping and no stockpiles would remain on the project site. Thus, impacts associated with soil erosion or loss of topsoil would be less than significant.

Would the proposed 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, liquefaction, or collapse?

According to the updated geotechnical investigation for the project site (Geocon Incorporated 2012), based on the subsurface conditions encountered during the field investigation, the project site is not expected to be subject to hazards from ground subsidence or seismic settlement. Furthermore, as discussed above, liquefaction and landslide hazards at the project site are considered low. Thus, impacts associated with an unstable geologic unit or soil would be less than significant.

Would the proposed project be located on an expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

According to the updated geotechnical investigation for the project site (Geocon Incorporated 2012), based on the recent and previous laboratory testing performed at the project site, the upper portion of compacted fill placed within the existing building pads, flatwork, and parking lot areas exhibits a “low” to “medium” expansion potential. The formational materials and other fill materials present on project site have exhibited varying expansion potential ranging from “low” to “high.” However, the proposed project would be engineered to address expansive soil that may underlie areas of proposed new development at the project site, including removal of unsuitable deposits, over-excavation, replacement with appropriate backfill material, and compaction. Proper engineering and adherence to the California Building Code standards and the 2012 geotechnical investigation recommendations would minimize the risk to life and property from expansive soil at the project site. Thus, impacts associated with expansive soil would be less than significant.

Would the proposed project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed project is located within the wastewater service area of the City of San Diego Public Utilities Department. There are existing connections to the City’s sewer system on the project site. Thus, the proposed project would not require the use of septic tanks or alternative wastewater disposal system, and no impact would occur.

Hazards and Hazardous Materials

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

Construction of the proposed project would involve the use of fuels, oils, paints, and solvents. Operational activities at the proposed PCCD South Education Center would involve the use of cleaning products and pesticides for facilities and grounds maintenance purposes, as well as various chemicals associated with laboratory activities. Mishandling of hazardous materials could potentially expose the public or the environment to hazardous materials. However, the proposed project would comply with all applicable federal and state regulations related to the handling and storage of hazardous materials, spill containment and cleanup procedures, and worker safety, including the Resource Conservation and Recovery Act, California Fire Code, California Department of Toxic Substances Control regulations, and California Occupational Safety and Health Administration regulations. In addition, pursuant to the California Hazardous Materials Release Response Plan and Inventory Law, the PCCD would prepare a Hazardous

Materials Business Plan which addresses emergency and spill response procedures, including specific emergency response procedures, locations of personnel and equipment resources (e.g., telephone numbers, fire extinguishers, spill kits, safety showers/eyewashes, first aid kits, etc.), and specialty hazard instructions. Adherence to these regulations would minimize the potential for exposure of the public or the environment to hazardous materials. Thus, impacts associated with the routine transport, use, or disposal of hazardous materials would be less than significant.

Would the proposed 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?

As discussed above, the proposed project would comply with all applicable federal and state regulations related to the handling and storage of hazardous materials, spill containment and cleanup procedures, and worker safety, including the Resource Conservation and Recovery Act, California Fire Code, California Department of Toxic Substances Control regulations, and California Occupational Safety and Health Administration regulations. In addition, pursuant to the California Hazardous Materials Release Response Plan and Inventory Law, the PCCD would prepare a Hazardous Materials Business Plan which addresses emergency and spill response procedures, including specific emergency response procedures, locations of personnel and equipment resources (e.g., telephone numbers, fire extinguishers, spill kits, safety showers/eyewashes, first aid kits, etc.), and specialty hazard instructions. Adherence to these regulations would minimize the potential for leaks and spill and would ensure prompt and effective cleanup in the event of an accidental release. Thus, impacts associated with the release of hazardous materials would be less than significant.

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

There are no primary or secondary schools currently located or proposed to be built within one-quarter mile of the proposed project. The closest school is Kinderhouse Montessori School, which is located approximately 0.3 mile southwest of the project site. Thus, the proposed 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, and no impact would occur.

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

According to the previously approved MND for Rancho Bernardo Industrial Park North – Lot 11 that was prepared for the existing development on the project site (City of San Diego 2005), the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, the proposed project would not be located on a hazardous materials site and, as a result, create a significant hazard to the public or the environment, and no impact would occur.

Would the proposed project be located within 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, and result in a safety hazard for people residing or working in the project area?

The proposed project is not located within two miles of a public airport or public use airport. The closest public airport is Ramona Airport, which is located approximately 9.5 miles east of the project site.

According to the Ramona Airport Land Use Compatibility Plan (San Diego County Regional Airport Authority 2011), the project site is not located within the designated Airport Influence Area, and as such lies outside the boundaries of the airport's safety zones. Thus, the proposed project would not result in a safety hazard associated with a public airport or public use airport for people residing or working in the project area, and no impact would occur.

Would the proposed project be located within the vicinity of a private airstrip, and result in a safety hazard for people residing or working in the project area?

The proposed project is not located within the vicinity of a private airstrip. The closest private airstrip is the Pomerado Hospital Heliport, which is located approximately 2.5 miles southeast of the project site. Due to the distance from the heliport and the limited number of flights, the project site would not be subject to safety hazards related to heliport operations. Thus, the proposed project would not result in a safety hazard associated with a private airstrip for people residing or working in the project area, and no impact would occur.

Would the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The PCCD Emergency Plan is designed to effectively coordinate the use of both PCCD and community resources to protect life and property immediately following a major natural or accidental disaster affecting any Palomar College campus. The PCCD Emergency Plan would be updated to include the proposed PCCD South Education Center. Thus, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

Would the proposed project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

According to the High Fire Risk Areas map provided in the City of San Diego General Plan EIR (2007), the project site is located in a high wildland fire hazard area. However, the proposed project would comply with the California Fire Code (California Code of Regulations Title 24, Part 9) and the State Fire Regulations (California Health and Safety Code Section 13000 et seq.), which include building standards and requirements for fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training. Implementation of building standards and fire safety requirements in compliance with the California Fire Code and State Fire Regulations would minimize wildland fire hazards, and the proposed project would not expose people or structures to a significant risk involving wildland fires. Thus, impacts would be less than significant.

Land Use and Planning

Would the proposed project physically divide an established community?

The project site is currently developed with an unfinished light industrial park. Thus, the proposed project would not physically divide an established community, and no impact would occur.

Would the proposed project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Pursuant to Section 53094 of the California Government Code, because the project site is owned by and will be developed under the jurisdiction of the PCCD, the proposed project is not subject to municipal plans, policies, and ordinances such as the City of San Diego General Plan and Zoning Code. The applicable planning document is the PCCD Educational Master Plan Update that was completed in May 2010. In order to accommodate the PCCD's future academic space needs, the Educational Master Plan Update identifies the PCCD South Education Center as one of two new educational centers in the PCCD. Although the Educational Master Plan Update does not identify a definitive site for the PCCD South Education Center, it indicates that the facility is to be strategically located in the southern range of the district to target an underserved population. Thus, the proposed project would not conflict with any applicable land use plan, policy, or regulation, and no impact would occur.

Would the proposed project conflict with any applicable habitat conservation plan or natural community conservation plan?

As discussed in Section 4.3, Biological Resources, the proposed project does not occur in the boundaries of the City's MSCP Subarea Plan. The project is not expected to result in any impacts to special-status species, including MSCP covered species and narrow endemic species. The project would not result in impacts to any wildlife corridors or linkages, including lands identified in the City's MSCP Subarea Plan as important habitat linkages or other areas of local or regional wildlife movement importance. The project would not prevent the City from attaining the conservation goals and objectives of the City's MSCP Subarea Plan area, and no impact would occur.

Mineral Resources

Would the proposed 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?

According to the General Mineral Land Classification map provided in the City of San Diego General Plan Update EIR (2007), the project site is located in mineral resource zone (MRZ)-3, which denotes areas containing mineral deposits, the significance of which cannot be evaluated from available data. Such mineral resources have not been determined to be of value to the region and the residents of the state. Thus, the proposed project would not 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, and no impact would occur.

Would the proposed 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?

Pursuant to Section 53094 of the California Government Code, because the project site is owned by and will be developed under the jurisdiction of the PCCD, the proposed project is not subject to municipal plans, policies, and ordinances such as the City of San Diego General Plan and Zoning Code. Irrespective of this exemption, the City of San Diego General Plan (2008) does not identify areas designated for the managed production of mineral resources within the project site. Thus, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site, and no impact would occur.

Population and Housing

Would the proposed project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

This issue is addressed below in Section 5.2, Growth Inducement.

Would the proposed project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The project site is currently developed with an unfinished light industrial park. Thus, the proposed project would not displace any existing housing, and no impact would occur.

Would the proposed project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The project site is currently developed with an unfinished light industrial park. Thus, the proposed project would not displace any people, and no impact would occur.

Public Services

Would the project result in substantial adverse physical impacts associated with the provision of 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 following public services?

Fire Protection

The proposed project lies within the service area of the San Diego Fire-Rescue Department. The closest fire station to the proposed project site would be Fire Station 33, located approximately 0.74 miles to the east. As a community college educational center, the proposed project would result in a similar demand for public fire protection services when compared to the previously approved Rancho Bernardo Industrial Park North – Lot 11 project, and would not result in the need for new public fire protection facilities. Thus, impacts would be less than significant.

Police Protection

The PCCD maintains its own police department for security purposes. The proposed project would not increase demand on public police protection services, and would not result in the need for new public police protection facilities. Thus, no impact would occur.

Schools

As discussed in Section 5.2 below, the proposed project would not be expected to result in population growth or the construction of new housing in the community. The proposed project would not increase demand on public educational services, and would not result in the need for new public school facilities. Thus, no impact would occur.

Parks

As discussed in Section 5.2 below, the proposed project would not be expected to result in population growth or the construction of new housing in the community. The proposed project would not increase demand on public recreational services, and would not result in the need for new public park facilities. Thus, no impact would occur.

Other Public Facilities

As discussed in Section 5.2 below, the proposed project would not be expected to result in population growth or the construction of new housing in the community. The proposed project would not increase demand on public libraries, community centers, or other public services, and would not result in the need for new public facilities. Thus, no impact would occur.

Recreation

Would the proposed 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?

As discussed in Section 5.2 below, the proposed project would not be expected to result in population growth or the construction of new housing in the community. Thus, the proposed project would not increase the use of existing neighborhood and regional parks or other facilities, and no impact would occur.

Would the proposed project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

As discussed in Section 5.2 below, the proposed project would not be expected to result in population growth or the construction of new housing in the community. Thus, the proposed project would not require the construction or expansion of recreational facilities, and no impact would occur.

Utilities and Service Systems

Would the proposed project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The City of San Diego Public Utilities Department provides wastewater treatment services to the project site. In compliance with the Waste Discharge Requirements for Sewage Collection Agencies in the San Diego Region (San Diego RWQCB Order No. R9-2007-0005), the proposed project would discharge only domestic wastewater to the City's sanitary sewer system. Thus, the proposed project would not exceed the wastewater treatment requirements of the applicable RWQCB, and no impact would occur.

Would the proposed project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed project is located within the water and wastewater service area of the City of San Diego Public Utilities Department. There are existing connections to the City's water distribution and sanitary sewer systems on the project site. Thus, the proposed project would not require or result in the

construction of new water or wastewater treatment facilities or the expansion of existing facilities, and no impact would occur.

Would the proposed project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed project is located within the service area of the City of San Diego Public Utilities Department. The majority of the site drainage is collected into and routed through an existing on-site underground storm drain system. This storm drain system connects into the public storm drain system along Rancho Bernardo Road (existing 24-inch RCP storm drain pipe). The remainder of site drainage is conveyed to the private storm drain system located in the development to the east (existing 18-inch RCP storm drain pipe). A small portion of the site drains into Rancho Bernardo Road via an existing curb outlet. There is an on-site detention system that was constructed during development of the unfinished light industrial park in 2008/2009. The system consists of multiple detention pipes located throughout the property which reduced runoff to the public storm drain system to pre-development levels (Rick Engineering 2004). Thus, the proposed project would not require or result in the construction of new storm water drainage facilities or the expansion of existing facilities, and no impact would occur.

Would the proposed project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The City of San Diego Public Utilities Department provides water supply services to the project site. The proposed project mitigated water use is estimated to be approximately 7 million gallons per year indoors and approximately 11 million gallons per year outdoors (Atkins 2015). No new or expanded entitlements are needed. Thus, the proposed project would have sufficient water supplies available to serve the project from existing entitlements and resources, and no impact would occur.

Would the proposed 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?

Wastewater treatment services are provided to the project area by the Hale Avenue Resource Recovery Facility (HARRF) operated by the City of Escondido for the benefit of the City and the Rancho Bernardo area of the City of San Diego. The HARRF is an activated sludge, secondary treatment facility which consists of physical, biological, and chemical treatment methods including screening, sedimentation, chemical precipitation, and biological processes. The HARRF is designed to treat a flow of 18 MGD. The HARRF operates 24 hours a day with an average daily flow of 15.6 MGD which is comprised of Escondido's flow of approximately 11.8 MGD and Rancho Bernardo's flow of approximately 3.8 MGD (HARRF 2013). Collection of project wastewater would occur through existing onsite facilities constructed to serve the previously approved Rancho Bernardo Industrial Park North – Lot 11 project which anticipated a much larger project than currently proposed. Thus, the proposed project would have a wastewater treatment provider to adequately serve the project's projected demand for wastewater treatment services, and no impact would occur.

Would the proposed project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Solid waste generated by the proposed project would be disposed of at the Sycamore Canyon Landfill. The landfill is currently permitted to receive 3,965 tons per day of non-hazardous municipal solid waste (City of San Diego 2012). The proposed project mitigated solid waste use is estimated to be 634 tons per year (Atkins 2015). Sycamore Canyon Landfill would have sufficient capacity to accommodate the project's solid waste disposal needs, and no impact would occur.

Would the proposed project comply with applicable federal, state, and local statutes and regulations related to solid waste?

In accordance with the California Integrated Waste Management Act of 1989 (Assembly Bill 939), the PCCD has achieved the target recycling and waste diversion rate of at least 50 percent. In the future, the PCCD will continue to implement, promote, and improve a comprehensive recycling and waste diversion program, including at the proposed PCCD South Education Center. Thus, the proposed project would comply with federal, state, and local statutes and regulations related to solid waste, and no impact would occur.

5.2 Growth Inducement

As required by Section 15126.2(d) of the CEQA Guidelines, an EIR must include a discussion of the ways in which the proposed project could directly or indirectly foster economic development or population growth, or the construction of additional housing, and how that growth would, in turn, affect the surrounding environment. Growth can be induced in a number of ways, including the elimination of obstacles to growth or the stimulation of economic activity within the region. The elimination of obstacles to growth relates directly to the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval. According to Section 15126.2(d) of the CEQA Guidelines, "it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

The proposed project would develop the PCCD South Education Center, which would accommodate an existing need as well as the future academic space needs recommended in the PCCD Educational Master Plan Update to respond to anticipated future growth in the northern San Diego region, consistent with SANDAG projections (PCCD 2010). Thus, implementation of the proposed project would not be considered growth-inducing, but rather responsive to increased demand on the PCCD's educational services.

Although some faculty and staff may relocate to the region from elsewhere to fill new jobs that require specialized skills such as research positions, the majority of students, faculty, and staff are expected to derive locally, as approximately 85 percent of students enrolled in Palomar College are residents of San Diego County (PCCD 2013). In addition, the proposed project would not provide any on-site housing for students, faculty, and staff. Furthermore, as the project site is already developed and the existing infrastructure is adequate to support the proposed land use, the proposed project would not eliminate obstacles to growth through the provision of new infrastructure. Therefore, the proposed project is not anticipated to result in direct or indirect growth inducement.

5.3 Significant and Unavoidable Environmental Effects

As required by Section 15126.2(b) of the CEQA Guidelines, any significant environmental effects that cannot be avoided, including those impacts that can be mitigated but not reduced to below a level of significance even with the implementation of all feasible mitigation measures, must be identified. The final determination of the significance of impacts and the feasibility of mitigation measures will be made by the PCCD as part of their certification action for the Final EIR.

Chapter 4 of this EIR, Environmental Impact Analysis, provides a comprehensive discussion of the potentially significant impacts of the proposed project and the feasible mitigation measures to reduce such impacts. As discussed in Chapter 4, implementation of the proposed project would not result in a significant and unavoidable impact associated with the following issues: aesthetics, air quality, biological resources, greenhouse gas emissions, hydrology and water quality, noise, paleontological resources, or transportation and traffic. Each of the environmental issues were determined to be less than significant, or would be reduced to below a level of significance with implementation of mitigation measures. Thus, there are no impacts that cannot be mitigated to below a level of significance even with the implementation of feasible mitigation measures.

As discussed in Section 5.1 above, implementation of the proposed project would not result in significant impact associated with the following issues: agriculture and forestry resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems.

Significant Irreversible Environmental Changes

Section 15126.2(c) of the CEQA Guidelines requires that an EIR discuss any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, CEQA Guidelines Section 15126.2(c) states:

“Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provide access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.”

The proposed project would establish the PCCD South Education Center on the 27-acre property located at 11111 Rancho Bernardo Road, thereby precluding any other uses for the lifespan of the campus. The PCCD's ownership of the campus represents a long-term commitment of the property to educational uses.

Short-term construction activities and long-term operational activities associated with implementation of the proposed project would result in the irretrievable commitment of nonrenewable energy resources, primarily in the form of water, electricity, natural gas, fossil fuels (including fuel oil), and gasoline for automobiles and construction equipment. However, the amount and rate of consumption of these

resources would not result in a large commitment of resources or the unnecessary, inefficient, or wasteful use of resources.

Furthermore, PCCD's compliance with applicable building codes, including energy conservation features, as well as mitigation measures identified in this EIR, would ensure that nonrenewable resources are conserved to the maximum extent practicable. It is also possible that new technologies or systems may emerge, or become more cost-effective or user-friendly, to further reduce the campus' reliance upon nonrenewable resources in the future.

Regarding the potential for irreversible damage caused by environmental accidents associated with the proposed project, the PCCD would continue to use, transport, store, and dispose of hazardous materials in accordance with applicable federal and state laws. Continued compliance with these regulations would minimize the likelihood and severity of accidents that could result in irreversible damage.

5.4 References

Atkins. 2016. Palomar Community College District, South Education Center, Air Quality Technical Report, CalEEMod Output. March. (Appendix C of the EIR.)

California Department of Conservation. 2007. Alquist-Priolo Earthquake Fault Zone Map – San Diego County. Accessed May 15, 2015 at <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>

California Department of Conservation, Division of Land Resource Protection. 2013. Farmland Mapping and Monitoring Program – San Diego County Important Farmland 2010. March.

California Department of Conservation, Division of Land Resource Protection. 2013. Williamson Act Program – San Diego County Williamson Act Lands 2013/2014. .

California Department of Forestry and Fire Protection. 2010. Fire and Resource Assessment Program – California's Forests and Rangelands: 2010 Assessment. June 2010.

City of Escondido. 2013. Hale Avenue Resource Recovery Facility (HARRF) website. Available at <http://www.escondido.org/harrf.aspx>, last accessed May 18, 2015.

City of San Diego, Development Services Department. 2005. Mitigated Negative Declaration, Rancho Bernardo Industrial Park North – Lot 11, Project No. 1096, SCH No. 2005031034. June 23, 2005.

City of San Diego, Development Services Department. 2007. Final Program Environmental Impact Report – City of San Diego General Plan Update. September 2007.

City of San Diego. 2012. Report to the Planning Commission: Sycamore Landfill Master Plan Project Number 5617. August 16.

Geocon Incorporated. 2012. Update Geotechnical Investigation, Palomar College South Education Center Improvement Project, San Diego, California. Prepared for Palomar Community College District. October 24, 2012. (Appendix B of the EIR.)

Palomar Community College District. 2010. *2022 Educational Master Plan 2010 Update*. Prepared by Cambridge West Partnership, LLC. May 2010.

Palomar Community College District (PCCD). 2013. Palomar College Fact Book 2012-2013. Accessed May 18, 2015 at http://www.palomar.edu/irp/Factbook/FactBook_201213.pdf

Rick Engineering Company. 2004. Drainage Study for Lot 11, Bernardo Industrial Park North, San Diego, California. May 19, 2004.

San Diego County Regional Airport Authority. 2011. Ramona Airport Land Use Compatibility Plan. December 2011.

This page intentionally left blank.

Chapter 6 **ALTERNATIVES**

In order to fully evaluate the environmental effects of a project, CEQA mandates that alternatives to a project be analyzed. CEQA Guidelines Section 15126.6(a) requires that an EIR “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” This approach is intended to foster informed decision-making and public participation in the environmental process.

This chapter of the EIR identifies a range of reasonable alternatives to the proposed PCCD South Education Center project and evaluates the comparative merits of these alternatives. The alternatives discussion is intended to focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives impede to some degree the attainment of the project objectives, or would become more costly. Thus, in developing the alternatives to be analyzed, it is necessary to consider the objectives and the potentially significant impacts of the proposed project that have been identified in this EIR.

6.1 Project Objectives

The objectives of the proposed project, as established by the PCCD, are as follows:

1. Locate an education center in the southern region of the district.
2. Implement relevant goals and objectives of the PCCD 2022 Educational Master Plan 2010 Update, specifically Goal 5 which is to “Ensure that existing and future facilities support learning, programs, and services; and Objective 5.3 which is to “Identify and purchase a site for future development of another Education Center in accordance with the Master Plan.”
3. Provide a shared community resource with amenities for public use.
4. Attract new students to the PCCD through a well-defined academic program.
5. Be self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD.
6. Utilize and repurpose an existing facility in order to maximize district resources.
7. Provide high quality education and support services to the southern portion of the district.
8. Develop a comprehensive education center campus experience that reflects its surrounding environment.
9. Offer a broad-based curriculum supported by a class schedule that is convenient for students.
10. Create the feel of a postsecondary campus by placing importance on support amenities, including those for learning resources, food services, and gathering places for students.
11. Ensure that the facility maximizes the safety of the students, faculty and staff.

6.2 Alternatives Considered but Rejected

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible and therefore merit consideration, and those which are infeasible and rejected from consideration. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid or substantially reduce any significant environmental effects.

One alternative that was considered, but ultimately rejected, would involve the expansion of PCCD facilities at other existing or future educational centers in order to accommodate predicted PCCD enrollment. This alternative assumes that the proposed PCCD South Education Center would not be developed and would not serve the expected 1,000 annual FTES at opening day and would not accommodate the 2,000 annual FTES at maximum capacity. The entire PCCD is anticipated to have an enrollment of 47,500 students by 2022, and additional facilities are required for the PCCD to reach its projected enrollment (PCCD 2010). If the proposed project at the PCCD South Education Center were not realized, facilities expansion would be required at other existing or future campuses and educational centers to accommodate the anticipated increase in student enrollment.

According to the PCCD 2022 Education Master Plan Update, the purpose of the South Education Center is to target an underserved population within the District due to its southern location within the District (PCCD 2010). Without the construction of the South Education Center, the other campuses and Northern Education Center would not be able to accommodate the total projected PCCD student enrollment of 47,500 by 2022. Additionally, any facilities expansion at other existing or future campuses and educational centers would result in environmental impacts that may or may not be greater in severity to those evaluated in this EIR for the proposed PCCD South Education Center. Overall environmental impacts are likely to be similar, and may not be reduced under this alternative. Moreover, one of the primary goals of the 2022 Educational Master Plan 2010 Update was to locate an education center in the southern portion of the PCCD to target an underserved population in this region. Thus, this alternative was rejected from further discussion.

6.3 Alternatives Analyzed

This section presents an evaluation of four alternatives to the proposed project: (1) the No Project Alternative, (2) Second Access Road Alternative, (3) Reduced Project Alternative, and (4) Bernardo Center Drive Alternative. For each alternative, a brief description is first presented, followed by a summary impact analysis relative to the proposed project, and an assessment of the degree to which the alternative would meet the project objectives of PCCD. For a discussion of traffic impacts associated with each alternative see Appendix G.

6.4 No Project Alternative

CEQA Guidelines require the analysis of a no project alternative. This no project analysis must discuss the existing conditions of a project site. Because the proposed project is a development project, the following from Section 15126.6(e)(3)(B) of the CEQA Guidelines is directly applicable to the project:

“If the project is...a development project on an identifiable property, the no project alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects that would occur if the project were approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this no project consequence should be discussed. In certain instances, the no project alternative means no build wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project’s non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.”

The No Project Alternative can either discuss the No Project/No Build scenario or the No Project/Reasonably Foreseeable Development or both. The Reasonably Foreseeable Development Alternative normally identifies the practical result of a project’s not being approved, as contrasted with the No Project Alternative, which analyzes a set of artificial assumptions that would be required to preserve the existing physical environment. However, in this case, prior to the District acquiring the site, the Bernardo Industrial Park Lot 11 Final MND (SCH 2005031034) was approved by the City of San Diego on October 13, 2005 and the site was entitled for a total of 330,000 SF of commercial office uses. From this approved development, one of the three 110,000 SF buildings was permitted and constructed. The remaining two buildings have yet to be completed, but could be constructed at any time with issuance of grading permits. Given the site could be built out with the approved commercial office use today as allowed by an approved CEQA environmental document and City permits, a Reasonably Foreseeable Development Alternative is not analyzed in this document as this analysis has already taken place in the Bernardo Industrial Park Lot 11 Final MND which has been incorporated by reference in this EIR. Therefore, a No Project/No Build scenario is analyzed below.

Impact Analysis

Aesthetics

The No Project Alternative would result in fewer impacts to scenic vistas and visual character when compared to the proposed project because the existing partially developed industrial park would remain unchanged on the project site. Additionally, because new development under the No Project Alternative would not occur, impacts associated with lighting and glare would likely be less than the proposed project. Aesthetics impacts would be less than the proposed project.

Air Quality and Energy

Under the No Project Alternative, no new construction or operation related emissions or energy use would occur as there would be no change to existing site conditions. Air quality and energy impacts would be less than the proposed project.

Biological Resources

The No Project Alternative would result in fewer impacts to biological resources when compared to the proposed project. This is due to the fact that no new development would occur and existing site conditions

would be maintained, including existing biological resources. Biological resources impacts would be less than the proposed project.

Greenhouse Gas Emissions

When compared to the proposed project, the No Project Alternative would not result in increased GHG emissions or conflict with applicable GHG plans or policies because this alternative would not involve the use of heavy construction equipment during site preparation and grading activities. Additionally, no additional operational GHG emissions would occur because there would be no new vehicle trips or operational emissions related to occupancy and use of existing facilities. Greenhouse gas emissions would be less than the proposed project.

Hydrology and Water Quality

When compared to the proposed project, the No Project Alternative would not result in changes to the existing hydrology of the project site during construction or operation that would generate new sources of water quality pollutants. In addition, no impacts would occur related to flood hazards, seiches, tsunamis, or mudflows. Hydrology and water quality impacts would be less than the proposed project. Hydrology and water quality impacts would be less than the proposed project.

Noise

Under the No Project Alternative, construction noise associated with the proposed project would not occur. In addition, this alternative would not involve the introduction of new traffic to the site as a result of operations. Similar to the proposed project, impacts related to aircraft noise would be less than significant. Noise impacts would be less than the proposed project.

Paleontological Resources

The No Project Alternative would not impact undiscovered paleontological resources during ground disturbing construction activities because no new construction activity or development would take place on site. Paleontological resources impacts would be less than the proposed project.

Transportation, Traffic, and Parking

This alternative would not generate new traffic on the surrounding roadway network. The project related vehicle trips and impacts to existing roadways and intersections would not occur, as the existing development generates less trips than the proposed project. Therefore, under this alternative transportation and traffic impacts would be less than the proposed project.

Ability to Attain Project Objectives

The No Project Alternative is environmentally superior to the proposed project because it would reduce impacts associated with aesthetics, air quality, biological resources, greenhouse gases, hydrology and water quality, noise, paleontological resources, and transportation and traffic. However, the No Project Alternative would not accomplish any of the project objectives, primarily the Educational Master Plan Update goals to locate an education center in the southern portion of the PCCD to target an underserved population in the region. This alternative would be infeasible because it would preclude the PCCD from providing adequate capacity to accommodate the total projected increase in student enrollment for the southern region. Additionally, under the No Project Alternative the other PCCD facilities would be forced

to serve higher enrollment rates than projected in order to accommodate the total projected increase in student enrollment, which would result in a physical strain on the facilities themselves as well as the faculty.

6.5 Second Access Road Alternative

The Second Access Road Alternative assumes the proposed PCCD South Education Center would be implemented with the construction of a new second access road, rather than an interior looped, east of the main project driveway along Rancho Bernardo Road. The Second Access Road Alternative would also require the construction of one westbound dedicated left-turn lane and one eastbound dedicated right-turn lane and require the installation of a traffic signal and signage prohibiting northbound and southbound through movements at the intersection of Rancho Bernardo Road and Olmeda Way.

Impact Analysis

Aesthetics

The Second Access Road Alternative would result in slightly increased impacts to scenic vistas, light, and glare when compared to the proposed project because of construction and operation of the access road itself and the installation of a new traffic signal and signage. Specifically, the construction of this access road would also result in the creation of a large exposed rock slope on the west side of the access road which would degrade the visual character of the project site. These new facilities would slightly change the visual character of the project area and constitute a minor increase in visual impacts when compared to the proposed project. Therefore, under this alternative aesthetics impacts would be greater than the proposed project.

Air Quality and Energy

The Second Access Road Alternative would result in increased impacts with regard to consistency with the applicable air quality plan, exposure to sensitive receptors, and the production of objectionable odors when compared to the proposed project. Development of the second access road would result in increased emissions and energy use during construction. Operational emissions and energy use would be identical to that of the proposed project. As a result, the Second Access Road Alternative would result in slightly greater construction air emissions and energy consumption when compared to those identified for the proposed project and would produce slightly greater amounts of criteria pollutant emissions.

Biological Resources

The Second Access Road Alternative would result in an increased impact on biological resources when compared to the proposed project. Construction of the access road would potentially directly or indirectly impact the existing on-site permanently protected open space area with a recorded conservation easement. Therefore, the Second Access Road Alternative would result in greater impacts with regard to special status species and sensitive natural communities. The Second Access Road Alternative would result in similar less than significant impacts with regard to consistency with jurisdictional waters and wetlands; wildlife corridors and nursery sites; and consistency with biological resources protection policies, ordinances and adopted habitat conservation plans.

Greenhouse Gas Emissions

The Second Access Road Alternative would result in a slightly increased impact related to direct and indirect generation of GHG emissions when compared to the proposed project. GHG emissions during construction would be slightly increased under this alternative because of additional construction activity. However, the Second Access Road Alternative would result in identical operational GHG emissions as no new facility operational characteristic or new vehicle trips would occur under this alternative. Lastly, the Second Access Road Alternative would result in similar impacts with regard to consistency with applicable GHG emissions plans, policies, or regulations.

Hydrology and Water Quality

The Second Access Road Alternative would result in slightly increased impacts with regard to water quality degradation and drainage as a result of increased construction activity and new operational impervious surfaces when compared to the proposed project. Therefore, water quality impacts from potentially sediment laden runoff during construction and operation would be increased under this alternative.

Noise

The Second Access Road Alternative would result in slightly increased noise impacts when compared to the proposed project as a result of increased construction and the potential need for blasting to construct the access road. Development of the second access road would result in an increase in temporary noise impacts during construction and groundborne vibration. The Second Access Road Alternative would result in slightly increased impacts with regard to permanent ambient noise levels because the operational characteristics of this alternative would result in additional traffic noise on a part of the project area where none currently exists.

Paleontological Resources

The Second Access Road Alternative would result in slightly increased impacts with regard to potential paleontological resources during ground disturbing construction activities because more ground disturbance would occur associated with construction of the second access road. Therefore, paleontological resources impacts would be greater than the proposed project.

Transportation, Traffic, and Parking

The Second Access Road Alternative would potentially result in reduced impacts related to traffic and project circulation as the second access road would allow for additional access opportunities to the project site. The addition of a second entry and exit point could potentially reduce the significant cumulative intersection impacts at Rancho Bernardo Road/ Via Del Campo, Rancho Bernardo Road/Matinal Road (proposed project access), and Rancho Bernardo Road/ West Bernardo Drive. However, it is unlikely the secondary access will alleviate the cumulative impacts to less than significant without mitigation. As discussed in Section 4.8, there is no feasible mitigation to reduce the significant cumulative impacts for the Rancho Bernardo Road/West Bernardo Drive. The Via del Campo and West Bernardo Drive intersections would have no change in volumes with a second access, as the distribution out past the project driveways would remain unchanged. However, access at the project driveway could potentially improve to D or better.

Because the second access road would not change project operations, operational vehicle trips to and from the project site would remain the same and continue to be less than significant for all identified

street segments within the project area. Temporary impacts to bicycle and pedestrian facilities during construction of the second access road at the Olmeda Way driveway and intersections would also occur. Lastly, parking impacts under this alternative would continue to remain less than significant as no change in enrollment would occur under this alternative.

Ability to Attain Project Objectives

The Second Access Road Alternative would have the ability to attain ten out of the eleven project objectives. Objective 7, which is to develop a comprehensive education center campus experience that reflects its surrounding environment, would only be partially obtained because of the increase in impacts to aesthetics, air quality, biological resources, greenhouse gases, hydrology and water quality, noise, and paleontological resources, due to a slightly greater ground disturbance area. Ultimately, this alternative, while resulting in slightly increased environmental impacts, would generally meet most of the project objectives, and is potentially feasible.

6.6 Reduced Project Alternative

The Reduced Project Alternative assumes the proposed PCCD South Education Center would be implemented but operate with 25% reduced FTES. All other construction and operational assumptions would remain the same under this alternative. The purpose of the Reduced Project Alternative is to avoid or reduce one or more of the significant quantitative impacts related to transportation, traffic, and parking, specifically significant cumulative impacts to project area intersections.

Impact Analysis

Aesthetics

The Reduced Project Alternative would result in similar less than significant impacts related to scenic vistas, light, and glare because no additional facilities would be constructed when compared to the proposed project. Overall, under this alternative aesthetic impacts would be similar to that of the proposed project.

Air Quality and Energy

The Reduced Project Alternative would result in similar less than significant impacts with regard to consistency with the applicable air quality plan, exposure to sensitive receptors, and the production of objectionable odors. Development of the Reduced Project Alternative would result in slightly decreased operational emissions as a result of reduced student vehicle trips. In addition the Reduced Project Alternative would likely result in reduced energy consumption as a result of fewer students using proposed facilities.

Biological Resources

The Reduced Project Alternative would not result in additional development on the project site. Therefore, the Reduced Project Alternative would result in similar less than significant impacts with regard to special status species and sensitive natural communities, consistency with jurisdictional waters and wetlands; wildlife corridors and nursery sites; and consistency with biological resources protection policies, ordinances and adopted habitat conservation plans.

Greenhouse Gas Emissions

The Reduced Project Alternative would result in similar less than significant impacts with regard to direct and indirect generation of GHG emissions but at a reduced scale when compared to the proposed project. GHG emissions during construction would be the same as with the proposed project. The Reduced Project Alternative would also result in less operational GHG emissions as a result of reduced student vehicle trips to the project site and as a result of reduced consumption of energy at project facilities. Lastly, the Reduced Project Alternative would result in similar impacts with regard to consistency with applicable GHG emissions reeducation plan, policy, or regulations.

Hydrology and Water Quality

The Reduced Project Alternative would result in similar less than significant impacts with regard to water quality degradation and drainage when compared with the proposed project as there would be no new construction activity or changes in operational assumptions.

Noise

The Reduced Project Alternative would result in similar less than significant impacts with regard to excessive noise levels, excessive groundborne vibration, and temporary ambient noise as a result of construction as there would be no new facilities constructed when compared to the proposed project. The Reduced Project Alternative would also result in similar less than significant impacts with regard to permanent ambient noise levels but at a reduced scale due to less operational traffic trips.

Paleontological Resources

The Reduced Project Alternative would result in similar less than significant impacts to potential paleontological resources as no new ground disturbance would occur under this alternative.

Transportation, Traffic and Parking

The Reduced Project Alternative would potentially result in reduced impacts related to traffic and project circulation as project trips would be reduced by approximately 25 percent. This would improve traffic circulation and would reduce the significant cumulative intersection impacts at Rancho Bernardo Road/Via Del Campo, Rancho Bernardo Road/Matinal Road (proposed project access), and Rancho Bernardo Road/West Bernardo Drive. However, even with reduced operations, unmitigated cumulative intersection impacts would persist at the Rancho Bernardo Road/ West Bernardo Drive intersection, although at a slightly reduced level. Additionally, as discussed in Section 4.8, there is no feasible mitigation to reduce the significant unavoidable cumulative impacts for the Rancho Bernardo Road/ West Bernardo Drive intersection. Lastly, parking impacts under this alternative would continue to remain less than significant as existing parking supply on- and off-site would continue to exist.

Ability to Attain Project Objectives

The Reduced Project Alternative would have the ability to attain ten of the eleven project objectives. Objective 2, which is to implement the relevant goals and objectives of the PCCD 2022 Educational Master Plan 2010 Update, would only be partially obtained because this alternative would serve a reduced student population which is not consistent with educational goals and policies of the 2010 Plan. In addition, any reduction in FTES potentially reduces the economic viability of the project to a point the project will be unable to be self-supporting, such that the number of FTES does not pay for the operating expenses. While this alternative would generally meet most of the project objectives, would result in less

environmental impacts when compared with the proposed project, it would not completely eliminate the identified significant unavoidable cumulative intersection impacts and is potentially economically infeasible for the PCCD.

6.7 Bernardo Center Drive Alternative

An internet database review of potential existing commercial sites and vacant land for sale was performed in the vicinity of the project site to identify alternative sites that could support an educational facility of similar size to the proposed project and within the southern portion of the PCCD service area (Loopnet, 2016). Only one project site with the potential to support the construction of an approximately 110,000 square-foot office building and space for adequate parking was identified which is located along Bernardo Center Drive and I-15 (Figure 6-1).

Under this Bernardo Center Drive Alternative, PCCD would construct the South Education Center on the 3.9-acre property located at the northwest corner of Rancho Bernardo Road and Interstate 15. Construction of a 110,000-square-foot building and approximately 4 or 5 story 800 space parking structure would take place. Because the project site is substantially smaller than that of the proposed project, surface parking areas would be eliminated and thus would require the construction of a larger parking structure. In addition, construction of a loop road and other open space areas would also be eliminated due to space constraints. Access to the project site would likely be from West Bernardo Road through an easement through an existing parking lot or along Bernardo Center Drive. Intersection improvements, such as new signals and/or signage and striping would likely be required.

Impact Analysis

Aesthetics

The Bernardo Center Drive Alternative would result in an increased impacts to scenic vistas, light, and glare when compared to the proposed project because of the construction of an entirely new facility, including a 4 or 5 story parking structure, in an area that is currently undeveloped. While this development would be partially consistent with planned growth for this area, these new facilities would change the visual character of the project area by constructing a building in a location where no development currently exists and constitute a change in visual character when compared to the proposed project.

Air Quality and Energy

The Bernardo Center Drive Alternative would result in increased impacts with regard to consistency with the applicable air quality plan, exposure to sensitive receptors, and the production of objectionable odors when compared to the proposed project. Development of the project site would require grading and excavation to support the construction of a new parking structure and community college building which would result in increased emissions and energy use during construction. As a result, the Bernardo Center Drive Alternative would result in greater construction air emissions and energy consumption when compared to the proposed project and would produce slightly greater amounts of criteria pollutant emissions. Operational Air Quality and Energy impacts would be similar when compared to the proposed project because operational traffic and operational emissions associated with occupancy of the new facility would be similar to the proposed project.



Source: GoogleEarthPro, Atkins 2015

Biological Resources

The Bernardo Center Drive Alternative would result in an increased impact on biological resources when compared to the proposed project. Construction of new project facilities in an area that is currently undeveloped would potentially directly and indirectly impact existing biological resources; jurisdictional waters and wetlands; wildlife corridors and nursery sites; and consistency with biological resources protection policies and/or, ordinances.

Greenhouse Gas Emissions

The Bernardo Center Drive Alternative would result in an increased impact with regard to direct and indirect generation of GHG emissions when compared to the proposed project. GHG emissions during construction would be increased under this alternative because of additional construction activity and energy consumption. However, the Bernardo Center Drive Alternative would result in similar impacts in terms of operational GHG emissions as no new facility operational characteristic or vehicle trips would occur under this alternative. Lastly, the Bernardo Center Drive Alternative would result in similar impacts with regard to consistency with applicable GHG emissions reeducation plan, policy, or regulation.

Hydrology and Water Quality

The Bernardo Center Drive Alternative would result in increased impacts with regard to water quality degradation and drainage as a result in increased construction activity and would result in new operational impervious surfaces on a site that is currently undeveloped. Therefore, water quality impacts from sediment laden runoff during construction and operation would be increased under this alternative.

Noise

The Bernardo Center Drive Alternative would result in slightly increased impacts with regard to excessive noise levels, excessive groundborne vibration, and temporary ambient noise when compared to the proposed project as a result of increased construction activity. The Bernardo Center Drive Alternative would result in similar impacts with regard to permanent ambient noise levels because the operational characteristics of this alternative are the same as the proposed project although noise levels would be located in a different geographic area.

Paleontological Resources

The Bernardo Center Drive Alternative would result in in increased impacts with regard to potential paleontological resources during ground disturbing construction activities because more ground disturbance would occur associated with construction of new facilities in an area that is currently undeveloped. Therefore, impacts to paleontological resources would be greater compared to the proposed project.

Transportation, Traffic, and Parking

The Bernardo Center Drive Alternative would potentially result in reduced impacts related to traffic and project circulation along Rancho Bernardo Road within project vicinity as project trips would be redirected away from the project area. This would improve traffic circulation and would reduce the significant cumulative intersection impacts at Rancho Bernardo Road/Via Del Campo, Rancho Bernardo Road/Matinal Road (proposed project access), and Rancho Bernardo Road/West Bernardo Drive. However, project trips would be redirected to a different geographic area and is likely to result in similar cumulative intersection impacts to roads in the vicinity of the Bernardo Center Drive alternative. Lastly, parking

impacts under this alternative would continue to remain less than significant as the required parking supply would be developed on site.

Ability to Attain Project Objectives

The Bernardo Center Drive Alternative would have the ability to attain eight out of the eleven project objectives. Objective 5, 6, and 10 would not be met as the construction of a new facility would require additional resources, would not repurpose an existing facility, and would limit the amenities available on campus due to the reduced size of the project site. In addition this alternative would result in an increase in impacts to all resource areas analyzed because of the increase in construction activity due to a greater ground disturbance area.

6.8 Environmentally Superior Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR identify the environmentally superior alternative (i.e., the alternative having the potential for the fewest significant environmental impacts) from among the range of reasonable alternatives that are evaluated. Table 6-1 provides a summary comparison of the alternatives analyzed with the purpose of highlighting whether each alternative would result in a similar, greater, or lesser impact than the proposed project. Table 6-2 provides a summary of the selected alternatives' abilities to meet the project objectives.

In general, the environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. If the No Project alternative is identified as environmentally superior, then another environmentally superior alternative shall be identified among the other alternatives.

As presented in the comparative analysis above, and as shown in Table 6-1, the Environmentally Superior Alternative for the proposed project would be the No Project alternative. This alternative would avoid all significant and unavoidable impacts that would occur under the proposed project. No substantially adverse and long-term impacts would occur to the environment as a result of this alternative. Aside from the No Project Alternative, the Reduced Intensity Alternative would be the environmentally superior alternative, as it would reduce impacts to cumulative intersections at Rancho Bernardo Road/Via Del Campo, Rancho Bernardo Road/Matinal Road (proposed project access), and Rancho Bernardo Road/West Bernardo Drive by approximately 25 percent. However, even with reduced operations, cumulative intersection impacts would likely persist, but at a reduced level. As discussed in Section 4.8, there is no feasible mitigation to reduce the significant cumulative impacts for the Rancho Bernardo Road/West Bernardo Drive. Even with a reduced operational size, this cumulative impact would remain significant and unavoidable.

Table 6-1 Summary of Impacts for Alternatives Compared to the Proposed Project

Issue Area	Proposed Project Without Mitigation	Proposed Project With Mitigation	No Project Alternative	Second Access Road Alternative	Reduced Project Alternative	Bernardo Center Drive Alternative
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable ▲ Alternative would likely result in an increased level of impact when compared to the proposed project. — Alternative would likely result in a similar level of impact when compared to proposed project. ▼ Alternative would likely result in a reduce level of impact to issue when compared to proposed project.						
Aesthetics						
Scenic Vistas	LS	LS	—	—	—	—
Visual Character	LS	LS	—	▲	—	▲
Light and Glare	PS	LS	▼	—	—	▲
Air Quality						
Applicable Air Quality Plans	LS	LS	—	—	—	—
Air Quality Standards	S	LS	—	▲	▼	▲
Cumulatively Considerable Emissions	LS	LS	▼	▲	▼	▲
Sensitive Receptors	LS	LS	—	▲	▼	▲
Objectionable Odors	LS	LS	—	—	—	—
Energy	LS	LS	—	▲	▼	▲
Biological Resources						
Special Status Species	PS	LS	▼	▲	—	▲
Sensitive Natural Communities	PS	LS	▼	▲	—	▲
Jurisdictional Waters and Wetlands	PS	LS	▼	—	—	▲
Wildlife Corridors and Nursery Sites	LS	LS	▼	—	—	▲
Biological Resources Protection Policies or Ordinances	LS	LS	▼	—	—	▲
Adopted Habitat Conservation Plan	LS	LS	▼	—	—	—
Greenhouse Gases						
Direct and Indirect Generation of GHG Emissions	LS	LS	▼	▲	▼	▲
Applicable GHG Emissions Reduction Plan, Policy, or Regulation	LS	LS	▼	—	—	—
Hydrology and Water Quality						
Water Quality Degradation	LS	LS	▼	▲	—	▲
Drainage Alterations	LS	LS	▼	—	—	▲
Noise						
Excessive Noise Levels	LS	LS	▼	▲	—	▲
Excessive Groundborne Vibration	LS	LS	▼	▲	—	▲
Permanent Increase in Ambient Noise	LS	LS	▼	—	▼	▲
Temporary Increase in Ambient Noise	LS	LS	▼	▲	—	▲
Paleontological Resources						
Paleontological Resources	PS	LS	▼	—	—	▲

Issue Area	Proposed Project Without Mitigation	Proposed Project With Mitigation	No Project Alternative	Second Access Road Alternative	Reduced Project Alternative	Bernardo Center Drive Alternative
Key: PS = Potentially Significant; LS = Less than Significant; SU = Significant and Unavoidable ▲ Alternative would likely result in an increased level of impact when compared to the proposed project. — Alternative would likely result in a similar level of impact when compared to proposed project. ▼ Alternative would likely result in a reduce level of impact to issue when compared to proposed project.						
Transportation and Traffic						
Increases in Traffic	PS	SU ¹	▼	—	▼	▲
Project Access	LS	LS	▼	▼	▼	▲
Alternative Transportation	LS	LS	▼	—	—	—
Parking	LS	LS	—	—	—	—

Table 6-2 Ability of Alternatives to Meet Project Objectives

Project Objectives	Ability of Alternatives to Meet Project Objectives			
	No Project Alternative	Second Access Road Alternative	Reduced Project Alternative	Bernardo Center Drive Alternative
Objective 1: Locate an education center in the southern region of the district.	No	Yes	Yes	Yes
Objective 2: Implement relevant goals and objectives of the PCCD 2022 Educational Master Plan 2010 Update, specifically Goal 5 which is to "Ensure that existing and future facilities support learning, programs, and services; and Objective 5.3 which is to "Identify and purchase a site for future development of another Education Center in accordance with the Master Plan."	No	Yes	Partial	Yes
Objective 3: Provide a shared community resource with amenities for public use.	No	Yes	Yes	Yes
Objective 4: Attract new students to the PCCD through a well-defined academic program.	No	Yes	Yes	Yes
Objective 5: Be self-sufficient/self-sustaining so as not to create a drain on the resources of the PCCD.	No	Yes	No	No
Objective 6: Utilize and repurpose an existing facility in order to maximize district resources.	No	Partial	Yes	No
Objective 7: Provide high quality education and support services to the southern portion of the district.	No	Yes	Yes	Yes
Objective 8: Develop a comprehensive education center campus experience that reflects its surrounding environment.	No	Yes	Yes	Yes
Objective 9: Offer a broad-based curriculum supported by a class schedule that is convenient for students.	No	Partial	Yes	Yes

¹ Impacts at one intersection would result in a significant and unavoidable cumulative impacts at Year 2035.

Project Objectives	Ability of Alternatives to Meet Project Objectives			
	No Project Alternative	Second Access Road Alternative	Reduced Project Alternative	Bernardo Center Drive Alternative
Objective 10: Create the feel of a postsecondary campus by placing importance on support amenities, including those for learning resources, food services, and gathering places for students.	No	Yes	Yes	Partial
Objective 11: Ensure that the facility maximizes the safety of the students, faculty and staff.	No	Yes	Yes	Yes

6.9 References

City of San Diego, Development Services Department. 2005. Mitigated Negative Declaration, Rancho Bernardo Industrial Park North – Lot 11, Project No. 1096, SCH No. 2005031034. June 23, 2005.

Chapter 7 EIR PREPARERS

Palomar Community College District

Dennis Astl	Manager, Construction & Facilities Planning
Chris Miller	Facilities Director
Laura Gropen	Director, Communications, Marketing and Public Affairs

Atkins

Chris Moore, AICP, ENV SP	Project Director
Paul Garcia	Project Manager
Thomas Strand	General EIR Preparation
Lisa Mash	General EIR Preparation
Katherine Laybourn	General EIR Preparation
Elizabeth Brown	General EIR Preparation; Noise; Air Quality/Global Climate Change; Energy
Melissa Tu	Senior Biologist
Sandra Pentney, MA, RPA	Senior Archaeologist
Chryss Meier	Air Quality/Global Climate Change; Energy
Janelle Kassarian	General EIR Preparation; Noise
Marlie Long	General EIR Preparation
Matt Goolsby	GIS
Marc Cavallero	GIS

Linscott, Law & Greenspan Engineers (Traffic)

John Boarman	Principal
Cara Hilgesen	Senior Transportation Planner

APPENDIX A

Notice of Preparation and Comment Letters

Robert P. Deegan
Superintendent/President

Governing Board
Nancy C. Chadwick, M.S.W., M.P.A.
Mark R. Evilsizer, M.A.
John J. Halcón, Ph.D.
Nancy Ann Hensch, B.A.
Paul P. McNamara, B.A.
Student Trustee:
A.S.G. President

FILED
Ernest J. Dronenburg, Jr., Recorder County Clerk

OCT 23 2015

BY J. Samuela
DEPUTY

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PALOMAR COMMUNITY COLLEGE DISTRICT SOUTH EDUCATION CENTER

DATE: October 23, 2015

TO: Responsible, Trustee, and Other Jurisdictional
Agencies and Other Interested Organizations and
Individuals

PROJECT TITLE: Palomar Community College District South
Education Center

LEAD AGENCY: Palomar Community College District

PROJECT LOCATION: 11111 Rancho Bernardo Road
San Diego, CA 92127

Notice is Hereby Given that the Palomar Community College District (PCCD) has completed an assessment of the possible environmental effects of the following-described project, determined that an Environmental Impact Report (EIR) is appropriate, and prepared a Draft EIR analyzing the potential effects of the project described below. This determination has been made, and the Draft EIR has been prepared, according to the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the rules, regulations and procedures for implementing CEQA as adopted by PCCD.

Project Description and Location: The proposed project would establish the PCCD South Education Center on a 27-acre property located at 11111 Rancho Bernardo Road by converting the existing four-story, 110,000-square-foot building into a comprehensive community college education center; make improvements to the existing parking structure; erect a new 1,000-square-foot free-standing PCCD campus police facility; construct an approximately 1,200 foot-long looped road connecting the existing parking lot to the existing parking structure; construct minor drainage improvements; and install walkways, hardscape areas, and landscaping. Construction of the proposed project is anticipated to last approximately 18 months. The construction staging area would be located on the existing surface parking area within the project site.

FILED IN THE OFFICE OF THE COUNTY CLERK
San Diego County on **OCT 23 2015**
Posted **OCT 23 2015**
Returned to agency on _____
Removed _____
Deputy J. Samuela

Potential Project Impacts: The Draft EIR has identified the following significant effects associated with the proposed project that can be mitigated to less than significant: Mitigation measures have been proposed that would upon implementation reduce all of the potentially significant impacts to less than significant levels. There are no significant environmental effects that cannot be avoided if the proposed project is implemented, nor are there significant irreversible environmental effects that cannot be avoided if the proposed project is implemented.

Community Forum: A community forum to discuss the proposed PCCD South Education Center is scheduled for Wednesday October 28, 2015. The Community Forum will begin at 6:30 pm, and will be held at the Mt. Carmel High School Gym, 9550 Carmel Mountain Rd., San Diego, CA 92129.

Comment Period: The Draft EIR will be available for review beginning October 23, 2015 and ending at 5:00 p.m. on December 7, 2015. Comments may be sent via mail, email or fax and should be addressed to: Mr. Dennis Astl, Palomar Community College District, San Marcos Campus, 1140 West Mission Road, San Marcos, CA 92069-1487; Phone: (760) 744-1150 x2772; Fax: (760) 761-3506; Email: dastl@palomar.edu.

Obtaining the Draft EIR: An electronic copy of the Draft EIR is available for public review online at: <http://www.palomar.edu/propm/LeftNav/Construction/EIR/SouthCenter.html>. Text copies of the Draft EIR are also available for public review at the PCCD San Marcos Campus Library located at 1140 West Mission Road, San Marcos, CA 92069-1487 and at the Rancho Bernardo Library, 17110 Bernardo Center Dr., San Diego, CA 92128.

Sincerely,



Ron Ballesteros-Perez
Assistant Superintendent/Vice President,
Finance & Administrative Services
Palomar College
1140 West Mission Road
San Marcos, CA 92069
(760) 744-1150 x2109
rperez@palomar.edu

AUG 14 2015

D. Zepeda

DEPUTY

Robert P. Deegan
Superintendent/President

NOTICE OF PREPARATION

PALOMAR COMMUNITY COLLEGE DISTRICT SOUTH EDUCATION CENTER ENVIRONMENTAL IMPACT REPORT

Governing Board
Nancy C. Chadwick, M.S.W., M.P.A.
Mark R. Evilsizer, M.A.
John J. Halcón, Ph.D.
Nancy Ann Hensch, B.A.
Paul P. McNamara, B.A.
Student Trustee:
A.S.G. President

DATE: August 17, 2015

TO: Responsible, Trustee, and Other Jurisdictional Agencies and Other Interested Organizations and Individuals

LEAD AGENCY: Palomar Community College District

PROJECT LOCATION: 11111 Rancho Bernardo Road
San Diego, CA 92127

In accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines (CCR Title 14, §§15082(a), 15103, and 15375), this Notice of Preparation (NOP) is hereby sent to inform you that the Palomar Community College District (PCCD) is preparing a draft Environmental Impact Report (EIR) to assess the environmental effects associated with implementation of the proposed PCCD South Education Center project (described below). The PCCD will be the Lead Agency to prepare an Environmental Impact Report (EIR) for the PCCD South Education Center project. The PCCD would like to know your views (or the views of your agency) as to the scope and content of the environmental information and analysis that should be contained in the PCCD South Education Center project EIR. The PCCD requests that any potential responsible or trustee agency respond to this NOP in a manner consistent with State CEQA Guidelines Section 15082(b).

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but **not later than September 17, 2015**. Please send your written responses, including the name of a contact person and phone number, to:

Mr. Dennis D. Astl
Palomar Community College District
San Marcos Campus
1140 West Mission Road
San Marcos, CA 92069-1487
Phone: (760) 744-1150 x2772
Fax: (760) 761-3506
Email: dastl@palomar.edu

Any comments received during the 30-day NOP public comment period will be considered in preparing the draft EIR. All parties that have submitted their names and mailing addresses will be notified of subsequent actions as part of the environmental review process. If you wish to be placed on the mailing list or have any questions about the proposed project, please contact Mr. Dennis D. Astl at the phone number provided above.

PROJECT DESCRIPTION: As shown in Figures 1 and 2, the proposed project is located at 11111 Rancho Bernardo Road within the Rancho Bernardo community in the City of San Diego, in San Diego County, California. The 27-acre project site is situated approximately 0.8 miles west of Interstate 15 on the south side of Rancho Bernardo Road. Access to the project site is currently provided via the existing four-way signalized intersection at Rancho Bernardo Road and Matinal Road. The driveway to the project site acts as the southern leg of this intersection.

In 2010, the PCCD acquired the 27-acre property at 11111 Rancho Bernardo Road as the future site for a new, southern campus location. The site has been previously developed with an unfinished light industrial park which consists of a four-story, 110,000-square foot building accompanied by a separate four-level, 574-space parking structure and 218 surface parking spaces that were constructed in 2008/2009. The existing building is a "warm shell" with limited interior improvements. The existing development generally occupies the central portion of the site with approximately 12.6 acres of the site remaining undeveloped pursuant to open space easements. The proposed project would establish the PCCD South Education Center by converting the existing four-story, 110,000-square-foot building into a comprehensive community college education center; make improvements to the existing parking structure; erect a new 1,000-square-foot free-standing PCCD campus police facility; construct an approximately 1,238 foot-long looped road connecting the existing parking lot to the existing parking structure; construct drainage improvements; and install walkways, hardscape areas, and landscaping.

The proposed project would make improvements to the existing site for use as the new PCCD South Education Center. The proposed project would include interior improvements to convert the existing four-story, 110,000-square foot building into a comprehensive community college education center, construction of a new police substation, and installation of walkways and landscaping. A conceptual site plan is shown in Figure 3.

Interior improvements would be made to the existing "warm shell" building to create an education center that meets the facility and space needs identified in the PCCD Educational Master Plan Update. The education center building is proposed to include the following: lobby; academic space (lecture and laboratory); faculty offices and support; library resource and instructional support lab; division offices and support; student support services; merchandizing and food services; physical plant facilities and support; security; and information systems.

The PCCD South Education Center is projected to serve 1,031 full-time equivalent students (FTES) at opening day and would accommodate 3,470 FTES at maximum capacity. It would also employ 38 full-time equivalent faculty (FTEF) and 37 staff and administrators. It is anticipated that typical hours of operation for the PCCD South Education Center would be from 7:00 a.m. to 10 p.m., Monday through Friday. In accordance with the PCCD Educational Master Plan Update recommendations, curricular offerings at the South Education Center are proposed to include a mixture of general education, career/technical education programs, and basic skills education, with the greatest emphasis placed on general education/transfer curriculum. The South Education Center would also consolidate course offerings that are presently offered at off-site locations in the southern area of the

long-term noise levels associated with operational activities, as well as the potential for exposure of persons to excessive groundborne vibration.

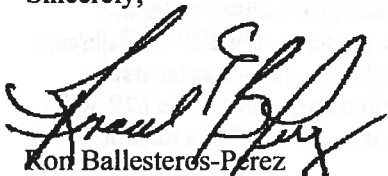
Paleontological Resources. The EIR will address the potential for the proposed project to directly or indirectly destroy a unique paleontological resource or site.

Transportation and Traffic. A traffic impact study will be prepared to forecast the proposed project's trip generation and evaluate the resulting near-term and long-term impacts on intersection and street segment level of service. The EIR will describe the findings of the traffic impact study and address the potential impacts related to performance of the circulation system, conformance with the applicable congestion management program, changes in air traffic patterns, inadequate emergency access, and conformance with applicable policies regarding public transit, bicycle, or pedestrian facilities.

The proposed project is not anticipated to result in impacts related to agriculture and forestry resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, population and housing, public services, recreation, or utilities and service systems. These issues are anticipated to be addressed briefly in the Effects Found Not to Be Significant section of the EIR.

Public Scoping Meeting: A public scoping meeting will be conducted on Wednesday, August 26, 2015 from 5:30 to 7:30 p.m. at the Poway Branch Library, 13137 County Highway, Poway, CA 92064. Guests are welcome anytime between 5:30 to 7:30 p.m. Guests will be able to submit written or oral comments at the meeting, or mail them at a later date but within the Notice of Preparation (NOP) 30-day comment period described above.

Sincerely,



Ron Ballesteros-Perez
Assistant Superintendent Vice President,
Finance & Administrative Services
Palomar College
1140 West Mission Road
San Marcos, CA 92069
(760) 744-1150 x2109
rperez@palomar.edu

Attachments: Figures (3)

FILED IN THE OFFICE OF THE COUNTY CLERK

San Diego County on AUG 14 2015

Posted AUG 14 2015 Removed

Returned to agency on

Deputy D. Zepeda

district. The curricular offerings that ultimately define the program of instruction would be developed and change over time.

Construction of the proposed project is anticipated to last approximately 18 months. The construction staging area would be located on the existing surface parking area within the project site.

TOPICS TO BE ANALYZED IN THE EIR: The EIR will address potential direct, indirect and cumulative impacts associated with the environmental issues listed below. Detailed analyses will be conducted in order to ascertain the proposed project's effects on the environment and the relative degree of impact prior to implementation of mitigation measures. Where impacts are determined to be significant, mitigation measures will be prescribed with the purpose of reducing the proposed project's effects on those impacts either completely or to the maximum extent feasible. An analysis of alternatives to the proposed project will also be included in the EIR, including the No Project Alternative.

Aesthetics. The EIR will include a description of the prominent scenic resources in the vicinity of the project site and review of the existing policies that guide the design of future development on the project site. In particular, the analysis will focus on the potential aesthetic impacts associated with the new access road proposed on the hillside along the northeastern side of the property.

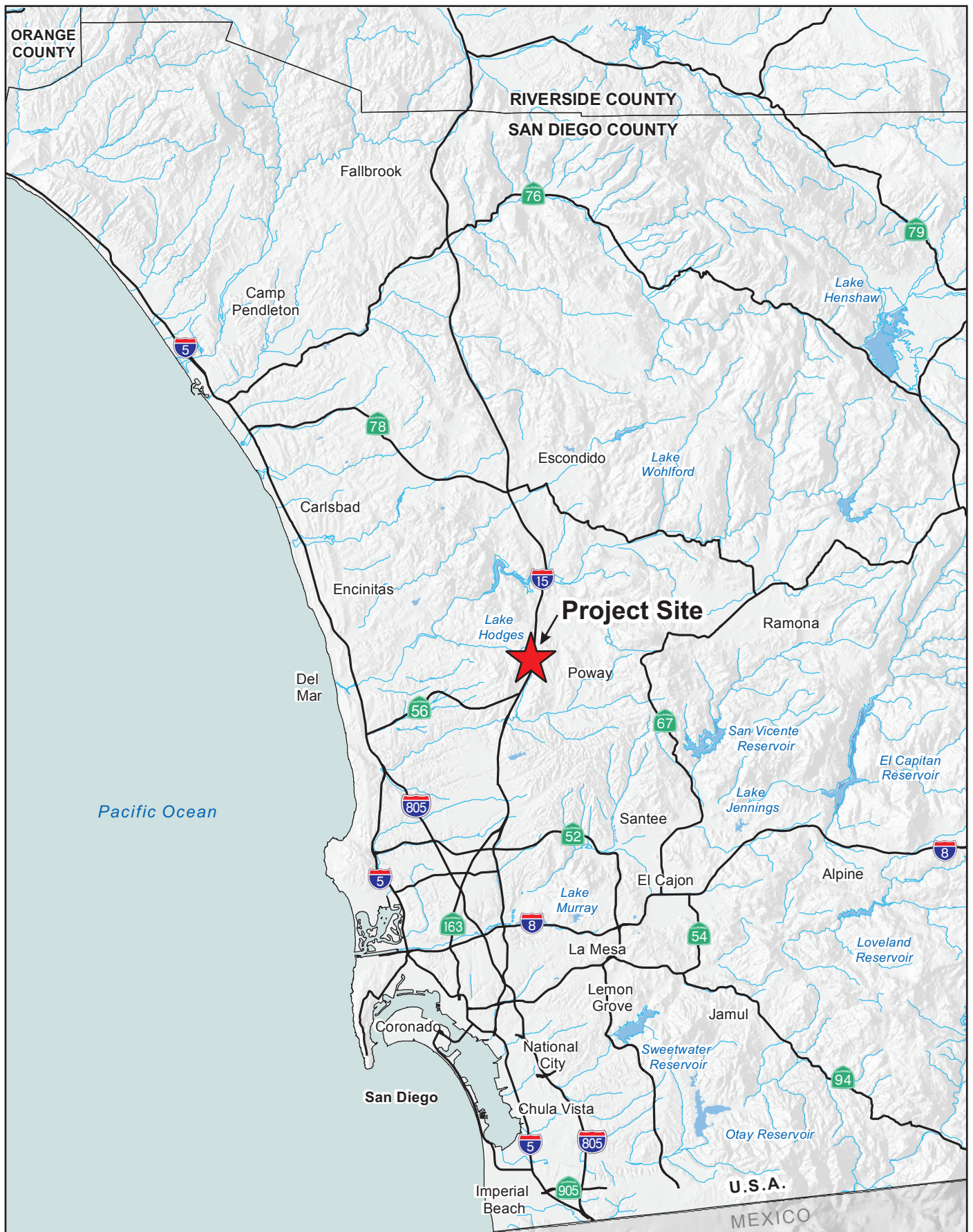
Air Quality. An air quality technical report will be prepared to evaluate potential impacts to air quality resulting from construction and operation of the proposed project. The EIR will describe the findings of the air quality technical report, focusing on conformance with the regional air quality strategy, exceedance of federal and state ambient air quality standards, cumulative increases in criteria pollutants, impacts of air pollutants on sensitive receptors, and odor impacts.

Biological Resources. A biological resources technical report will be prepared to evaluate potential impacts to biological resources located in the undeveloped portions of the property. The EIR will describe the findings of the biological resources technical report, including potential impacts to special status species, sensitive natural communities, wetlands, and wildlife corridors and nursery sites. The EIR will also discuss project consistency with applicable biological resources policies and the City's habitat conservation plan.

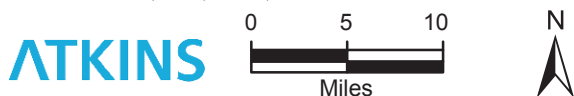
Greenhouse Gas Emissions. The EIR will include an overview of global climate change issues and a description of the most common greenhouse gas constituents. An inventory of greenhouse gas emissions resulting from the proposed project will be prepared and compliance of the proposed project with applicable greenhouse gas emissions reduction strategies will be assessed. The analysis will address the proposed project's contribution to the overall regional greenhouse gas inventory, as well as the extent to which the proposed project could help or hinder the attainment of the state's goal of reducing greenhouse gas emissions to 1990 levels by the year 2020, as stated in Assembly Bill 32.

Hydrology and Water Quality. The EIR will include a discussion of applicable regulations governing both hydrology and water quality. In particular, the EIR will address the potential impacts associated with hydromodification of the project site and potential water quality pollutants generated from construction and operation of the proposed project.

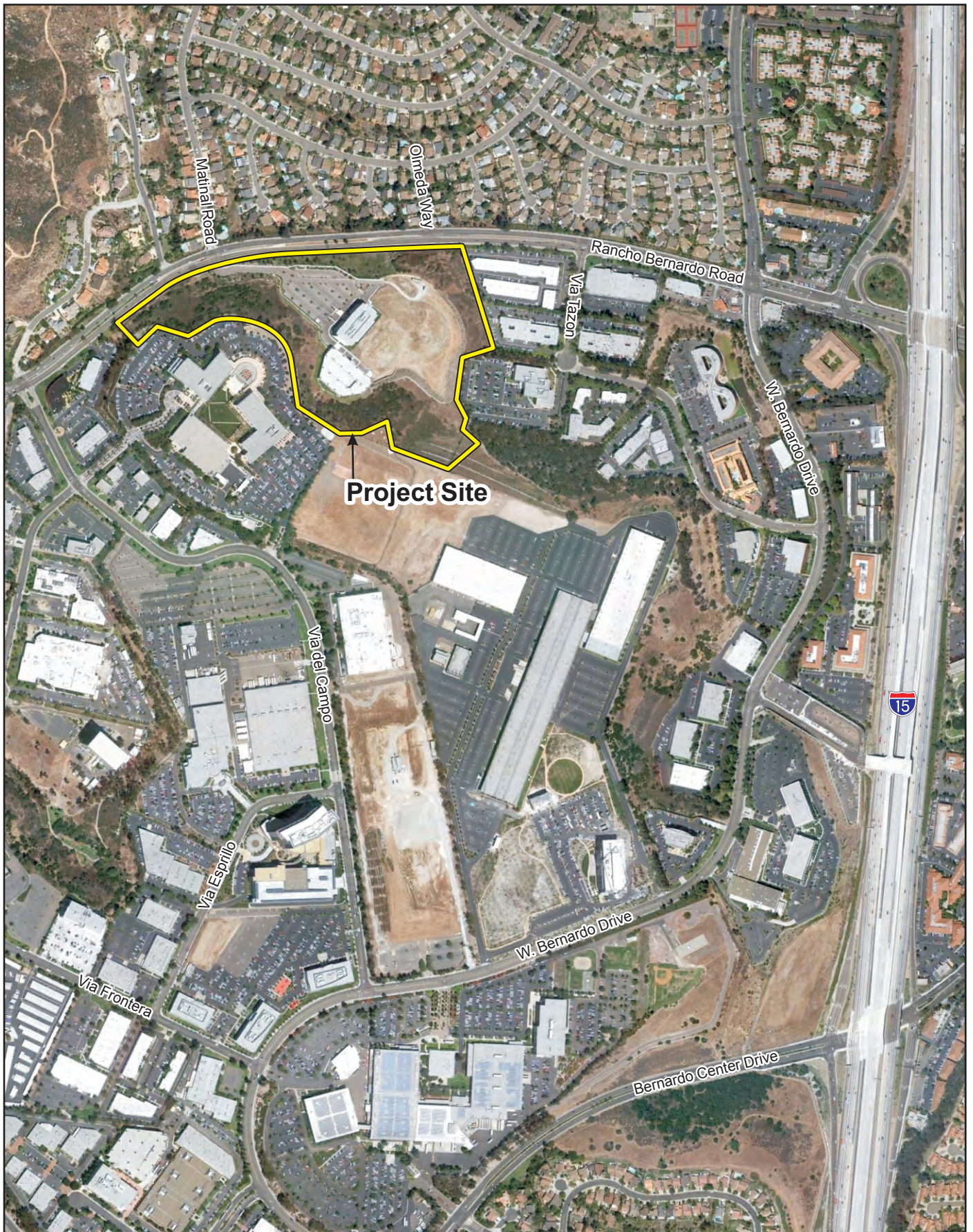
Noise. A noise technical report will be prepared to evaluate potential impacts to the local noise environment resulting from construction and operation of the proposed project. The EIR will describe the findings of the noise technical report, focusing on potential impacts to noise-sensitive land uses resulting from increases in traffic noise levels, short-term noise levels associated with construction activities, and



Source: SanGIS, 2009; CASIL, 2009

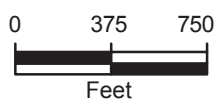


**REGIONAL LOCATION
FIGURE 1**

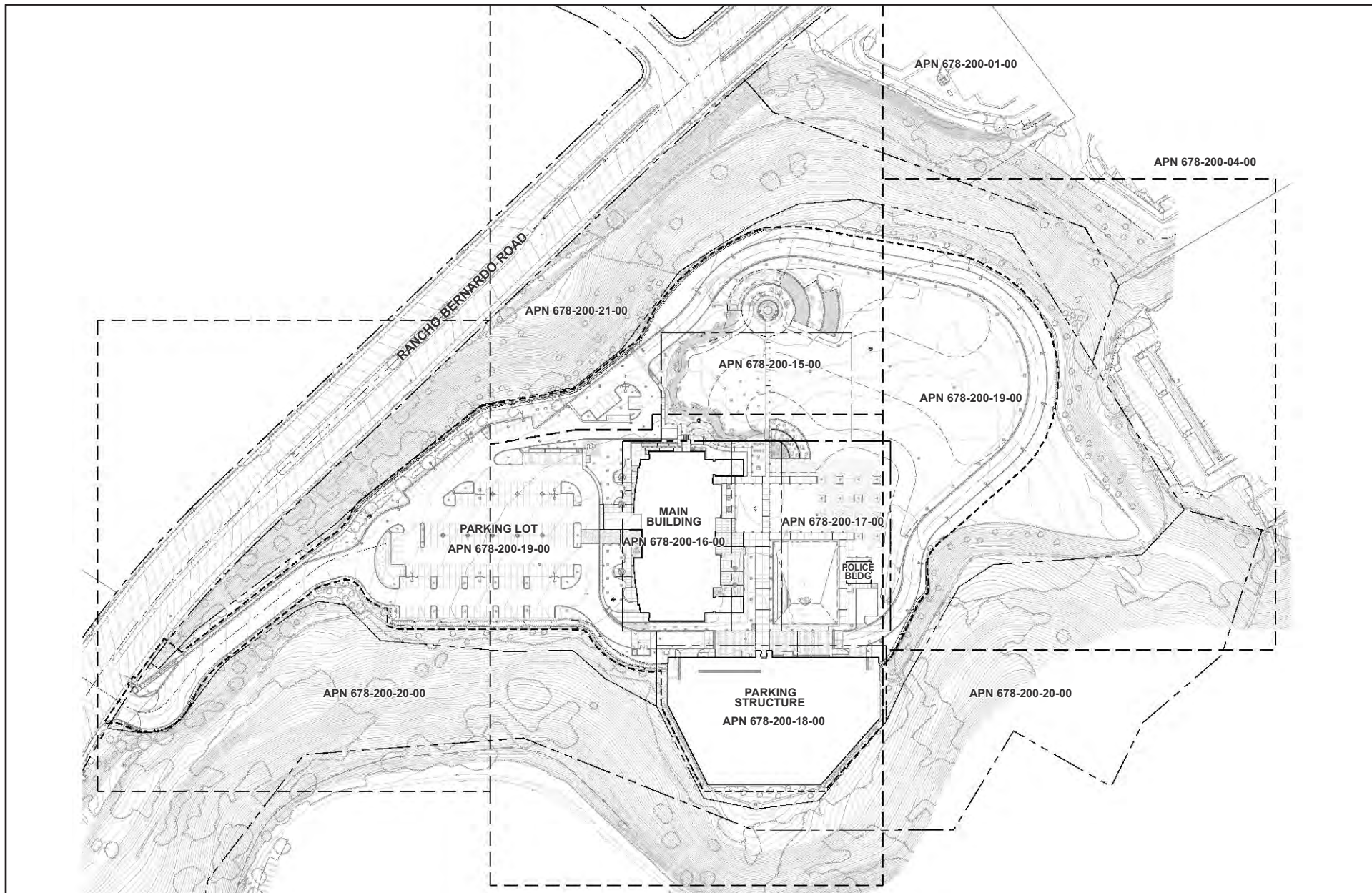


Source: Google Earth 2012

ATKINS



**PROJECT AREA
FIGURE 2**



Source: LPA 2014

ATKINS

No Scale



SITE PLAN FIGURE 3

AFFIDAVIT OF PUBLICATION

ATKINS
3570 CARMEL MOUNTAIN RD SUITE 300
SAN DIEGO CA 92130

STATE OF CALIFORNIA} ss.
County of San Diego}

The Undersigned, declares under penalty of perjury under the laws of the State of California: That she is a resident of the County of San Diego. That she is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years, and that he is not a party to, nor interested in the above entitled matter; that she is Chief Clerk for the publisher of

THE SAN DIEGO UNION TRIBUNE

a newspaper of general circulation, printed and published daily in the City of San Diego, County of San Diego, and which newspaper is published for the dissemination of local news and intelligence of a general character, and which newspaper at all the times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said City of San Diego, County of San Diego, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to, and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

August 17, 2015

Cris Gaza

Chief Clerk for the Publisher
Cris Gaza

I certify under penalty of perjury under the Laws of the State of California that the foregoing is true and correct, and that this affidavit is executed on September 24, 2015 in the City of San Diego, California.

Affidavit of Publication of

Legal Advertisement
Ad # 10936464

ORDERED BY: PAUL GARCIA

NOTICE OF PUBLIC

SCOPING MEETING

ENVIRONMENTAL

IMPACT REPORT

PALOMAR

COMMUNITY

COLLEGE DISTRICT

SOUTH EDUCATION

CENTER

NOTICE IS HEREBY GIVEN that the Palomar Community College District (PCCD) is preparing a draft Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines (CCR Title 14, §§15082(a), 15103, and 15375). PCCD, the Lead Agency, is preparing an EIR to assess the environmental effects associated with implementation of the proposed PCCD South Education Center project (described below). In compliance with CEQA Guidelines, the PCCD has established a 30-day public review period, beginning on August 7, 2015, to solicit comments and input on the Notice of Preparation (NOP). The PCCD would like to know your views (or the views of your agency) as to the scope and content of the environmental information and analysis that should be contained in the EIR. The PCCD requests that any potential responsible or trustee agency respond to this NOP in a manner consistent with State CEQA Guidelines Section 15082(b). Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than September 17, 2015. Please send your written responses, including the name of a contact person and phone number, to: Mr. Dennis D. Astl, Palomar Community College District, San Marcos Campus, 1140 West Mission Road, San Marcos, CA 92069-1487. Phone: (760) 744-1150 x2772; Fax: (760) 761-3506;

Email: dstl@palomar.edu

An overview of the proposed project, a location map, and potential environmental effects associated with implementation of the project are contained within the NOP which can be viewed at the address listed above and at the Rancho Bernardo Branch Library located at 17110 Bernardo Center Dr., San Diego, CA 92128.

Any comments received during the 30-day NOP public comment period will be considered in preparing the draft EIR. All parties that have submitted their names and mailing addresses will be notified of subsequent actions as part of the environmental review process. If you wish to be placed on the mailing list or have any questions about the proposed project, please contact Mr. Dennis D. Astl at the phone number provided above.

PROJECT LOCATION: The proposed project is located at 11111 Rancho Bernardo Road within the Rancho Bernardo community in the City of San Diego, in San Diego County, California. The 27-acre project site is situated approximately 0.8 miles west of Interstate 15 on the south side of Rancho Bernardo Road. Access to the project site is currently provided via the existing four-way signalized intersection at Rancho Bernardo Road and Matinal Road. The driveway to the project site acts as the southern leg of this intersection.

PROJECT DESCRIPTION: In 2010, the PCCD acquired the 27-acre property at 11111 Rancho Bernardo Road as the future site for a new, southern campus location. The site has been previously developed with an unfinished light industrial park which consists of a four-story, 110,000-square foot building accompanied by a separate four-level, 574-space parking structure and 218 surface

parking spaces that were constructed in 2008/2009. The existing building is a "warm shell" with limited interior improvements. The proposed project would establish the PCCD South Education Center by converting the existing four-story, 110,000-square-foot building into a comprehensive community college education center; make improvements to the existing parking structure; erect a new 1,000-square-foot free-standing PCCD campus police facility; construct an approximately 1,238 foot-long looped road connecting the existing parking lot to the existing parking structure; construct drainage improvements; and install walkways, hardscape areas, and landscaping. Construction of the proposed project is anticipated to last approximately 18 months. The construction staging area would be located on the existing surface parking area within the project site.

TOPICS TO BE ANALYZED IN THE EIR: The EIR will address potential direct, indirect and cumulative impacts associated with aesthetics, air quality, biological resources, greenhouse gas emissions, hydrology and water quality, noise, paleontological resources, and transportation and traffic. Detailed analyses will be conducted in order to ascertain the proposed project's effects on the environment and the relative degree of impact prior to implementation of mitigation measures.

Where impacts are determined to be significant, mitigation measures will be prescribed with the purpose of reducing the proposed project's effects on those impacts either completely or to the maximum extent feasible. An analysis of alternatives to the proposed project will also be included in the EIR, including the No Project Alternative. The proposed project is not anticipated to result in impacts related to agriculture and forestry

resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, mineral resources, population and housing, public services, recreation, or utilities and service systems. These issues are anticipated to be addressed briefly in the Effects Found Not to Be Significant section of the EIR.

PUBLIC SCOPING MEETING: A public scoping meeting will be conducted in an open house-style format on Wednesday, August 26, 2015 from 5:30 to 7:30 p.m. at the Poway Branch Library, 13137 County Highway, Poway, CA 92064. Guests will be able to submit written comments at the meeting, or mail them at a later date but within the Notice of Preparation (NOP) 30-day comment period described above.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

Notice of Preparation

August 17, 2015

To: Reviewing Agencies

Re: South Education Center
SCH# 2015081039

Attached for your review and comment is the Notice of Preparation (NOP) for the South Education Center draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Dennis D. Astl
Palomar Community College District
2554 Sweetwater Springs Boulevard
San Marcos, CA 92069-1487

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015081039
Project Title South Education Center
Lead Agency Palomar Community College District

Type NOP Notice of Preparation
Description The proposed project would establish the PCCD South Education Center by converting the existing four-story, 110,000 sf building into a comprehensive community college education center; make improvements to the existing parking structure; erect a new 1,000 sf free-standing PCCD campus police facility; construct an approximately 1,238 foot-long looped road connecting the existing parking lot to the existing parking structure; construct drainage improvements; and install walkways, hardscape areas, and landscaping.

Lead Agency Contact

Name Dennis D. Astl
Agency Palomar Community College District
Phone 760 744 1150 x2772 **Fax**
email
Address 2554 Sweetwater Springs Boulevard
City San Marcos **State** CA **Zip** 92069-1487

Project Location

County San Diego
City San Diego
Region
Cross Streets I-15
Lat / Long 33° 1' 22.6" N / 117° 5' 19" W
Parcel No. various
Township **Range** **Section** **Base**

Proximity to:

Highways I-15
Airports
Railways
Waterways Lake Hodges
Schools Various
Land Use Various

Project Issues Aesthetic/Visual; Air Quality; Biological Resources; Drainage/Absorption; Noise; Schools/Universities; Traffic/Circulation; Water Quality; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Office of Emergency Services, California; Native American Heritage Commission; California Highway Patrol; Caltrans, District 11; Air Resources Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 9

Date Received 08/17/2015 **Start of Review** 08/17/2015 **End of Review** 09/15/2015

2015081039


Regional Water Quality Control Board (RWQCB)

 **RWQCB 1**
Cathleen Hudson
North Coast Reg

RWQCB 2
Environmental Document
Coordinator


RWQCB 3
San Francisco Bay Region (Z)

RWQCB 4

 RWQCB 55

 RWQCB 5F
Central Valley
Fresno Branch


 **RWQCB 5R**
Central Valley
Dodging Branch
Fresno Branch
Central Valley

 **RWQCB 6**
Lahontan Region (6)

Lahontan Region (6)

 RWQCB 6V
Lahontan Region
Victorville Branch

RWQCB 7
Colorado River Basin Reg
RWQCB 8

RWQCB 9
 Santa Ana Region (8)
 San Diego Region (9)



1510

[illegible]

Conservancy

Conservancy

TO
Dennis Astl
Palomar College

Sept.8, 2015

Greetings, Mr Astl:

I am responding to your invitation in the Rancho Bernardo newspaper to provide feedback concerning the projected opening of your RB Branch. I concur with the editorial in this paper questioning the ethics of an end run around the RB Planning Council and the inquiry meetings completely out of RB locations.

More particularly, I write as a 30 year resident of Westwood, who, of all residents will be most impacted. My home sits on the northeast corner of Rancho Bernardo Road and Matinal Road, only yards away from the proposed driveway entrance to the RB Branch of Palomar College. I share all the concerns of Westwood residents about traffic, particularly the temptation to park on Matinal Road and streets closest to the facility. If I hear your plans rightly, there will be between hundreds and a thousand or more daily entries and exits to the college for at least 13 hours a day. As you are aware, the 50 mph limit as traffic roars east and west on Rancho Bernardo regularly exceeds 60 miles an hour. This is already a dangerous intersection. My home and my neighbors' home on the northwest corner have witnessed some horrific crashes that have impacted our property and homes.

Twelve years ago, the local Westwood club and RB caved in to developers of 4S Ranch who wanted to replace our wooden fences with a concrete block wall. If today I had another driver crash through this flimsy hollow concrete block wall, that car and driver would drive right into my family room (unlike when I had double reinforced wooden fencing and stands of old trees on both sides). .

There is no avoiding the reality of increasing dangers of traffic congestion. What is sad is the devolution of an established neighborhood. Thirty years ago, my home was on the last street of the west boundary of San Diego.

I realized there would be residential development.. but not the prospect of sharing my home and intersection with a moving behemoth.. never.

As I noted earlier, of all homes, mine will be most impacted in property values. I foresee a drastic drop in my home value: its' desirability sharply devalued as people see the risks, dangers, and loss of quiet and privacy with the constant in and out traffic. I shall seek projections of the financial cost to me.. which will be frightening as I anticipated keeping my home indefinitely.

If you can put yourself in my place and the place of my neighbors I hope you will allow yourself to picture the impact on you and your family if this was your corner of the world. You would not accept it.

The one amelioration I see is to find some other access to entry to this projected branch. That would not be a solution but at least an acknowledgment that the College's decision to go ahead will have a rolling negative impact for the hundreds of families in Westwood for decades to come. Neighborhoods. after all, are our hope for reconciliation.

Respectfully submitted,

Judith Allison, Ph.D
17007 Matinal Road
San Diego, Ca 92127
jaallison@san.rr.com

DEPARTMENT OF TRANSPORTATION

DISTRICT 11, DIVISION OF PLANNING

4050 TAYLOR ST, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

TTY 711

www.dot.ca.gov



*Serious drought.
Help save water!*

August 26, 2015

11-SD-15

PM 23.68

South Education Center
NOP SCH#2015081039

Mr. Dennis Astl
Palomar Community College District
2554 Sweetwater Springs Boulevard
San Marcos, CA 92069-1487

Dear Mr. Astl:

The California Department of Transportation (Caltrans) has received the Notice of Preparation for the South Education Center Project (SCH# 2015081039), dated August 17, 2015, located on Rancho Bernardo Road near Interstate 15 (I-15). Caltrans has the following comment:

Please provide a copy of the Traffic Impact Study once available.

If you have any questions, please contact Roy Abboud at (619) 688-6968.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Armstrong".

JACOB M. ARMSTRONG, Branch Chief
Development Review Branch

Subject: FW: Palomar College Campus RB Rd Impact

Importance: High

-----Original Message-----

From: Eelia Henderscheid [mailto:eeliagh@netwiz.net]

Sent: Saturday, September 05, 2015 7:36 PM

To: Astl, Dennis D. <dastl@palomar.edu>

Cc: Carla Moluf <csjmoluf@gmail.com>; Terry Norwood <terrynorwood68@gmail.com>; dalejh100@yahoo.com; llanikai@aol.com

Subject: Palomar College Campus RB Rd Impact

Dear Mr. Astl, Eelia Henderscheid here at 17155 Matinal Rd. I am almost at the junction of Rancho Bernardo Road and Matinal Road, where your college is at 11111 Rancho Bernardo Road. I understand from the News Journal of Sep 3, that we have until the 17th to make any issues or concerns regarding the opening of the Palomar College at Rancho Bernardo Road known to you. I am very concerned that the college students are going to be parking here, rather than on the campus. I think we need to make it very clear the college students cannot park in the Westwood area. What will you do to keep students from parking in our residential area? If you cannot guarantee they won't park on our street, than we may have to require parking permits on our streets and I think you should have to bear the cost of that. Frankly I think this is a bad location for a college. There is already bad traffic here, and the noise pollution and other pollution is going to become greater. If your students are parking in the Westwood area to avoid paying for parking, then they will be causing havoc with the morning traffic and commuters, not to mention the traffic already extant with parents taking their kids to the Westwood Elementary school. What do you plan to do to mitigate all of these issues?

Sincerely,
Eelia Henderscheid

Subject: FW: 11111 Rancho Bernardo Rd Extension

Importance: High

From: Eelia Henderscheid [<mailto:eeliagh@netwiz.net>]

Sent: Tuesday, September 08, 2015 2:28 PM

To: Astl, Dennis D. <dastl@palomar.edu>

Cc: manager@rbwestwoodclub.com; Terry Norwood <terrynorwood68@gmail.com>; Carla Moluf <csjmoluf@gmail.com>; llanikai@aol.com; dalejh100@yahoo.com; MarkKersey@sandiego.gov

Subject: 11111 Rancho Bernardo Rd Extension

Dear Mr. Dastl, below for your review, you have my email to Mr. Kersey our district city councilman, expressing my concerns regarding your college extension at 11111 Rancho Bernardo Rd from Sept 6 of this year, in response to your notice to us in the News Journal, giving us until the 17th to make comments to you regarding the extension. Below that you have an email from Mr. Jack Straw from August of 2010, in reply to my concerns about your college extension at 11111 Rancho Bernardo Rd. Now we find we are back dealing with the same concerns and problems. Mr. Straw says that you were considering not charging parking fees to your students to deal with the possibility of students trying to park for free and thus avoid, or attempting to avoid encroachment on our neighborhood – which on the whole seems like a very reasonable idea. As you will see from my email to Mr. Kersey, I have listed other concerns. One that I did not voice was whether it might be possible to have another entrance to help traffic in and out of the facility? Younger drivers are not the best, with young kids going to our Westwood Elementary school and walking there, having parking issues on Matinal could be problematic. I hope that you will address these questions as much as you are able. Please bear in mind that many families live here and that the impact of your college could be substantial - hopefully to the positive! I hope that you and your establishment will treat with us fairly and with care toward those who live here.

Sincerely,

Eelia Henderscheid

From: Eelia Henderscheid [<mailto:eeliagh@netwiz.net>]

Sent: Sunday, September 6, 2015 12:05 PM

To: 'MarkKersey@sandiego.gov'

Cc: dalejh100@yahoo.com; Carla Moluf (csjmoluf@gmail.com); Terry Norwood (terrynorwood68@gmail.com); llanikai@aol.com

Subject: Palomar College Campus at 11111 Rancho Bernardo Rd

Dear Mr. Kersey, my name is Eelia Henderscheid, and I live in Rancho Bernardo's Westwood area at 17155 Matinal Rd., 92127. I am very concerned about the impact that the new Palomar College Campus at 11111 Rancho Bernardo Rd will have on traffic, traffic safety, and our neighborhood cleanliness, quiet, crime and parking.

According to the RB and 4S Ranch News Journal we have until the 17th to make our issues known to Palomar. I wanted to be certain that you are in the loop, and that you are aware of the possible impact that Palomar's branch campus may have on our neighborhood? I also hope that you can help us moving forward with any issues that may occur having to do with the new Palomar College Campus?

As to traffic, Rancho Bernardo Rd is already dangerous. At the junction of Matinal and Rancho Bernardo Rd it is a blind corner both directions due to the growth of plants and the fact that Matinal is on a very steep grade. Also it is a blind curve coming east on Rancho Bernardo Road down the hill before 11111 Rancho Bernardo Road.

Traffic moves very quickly on Rancho Bernardo road and often does not heed the speed limit. People have been killed and injured in this section. It concerns me that students who do not wish to pay for parking will attempt to park in our neighborhood – taking up parking, and then they will possibly attempt to cross against traffic, and this could be disastrous for their safety.

An increase in traffic, which is already high in the morning with commuters and parents dropping off kids at Westwood Elementary, could cause problems. There is already early morning foot traffic with parents and kids going to Westwood. Having an influx of others in cars and on foot will not be good for the neighborhood in traffic, cleanliness and parking. I am also concerned about having students in the area and how this may affect crime.

With regard to possible parking problems, what can you do to be certain we will not be inundated by students? What would it take make this a parking permit area if that should become necessary?

What impact studies have been done on traffic and traffic safety?

What impact studies have been done on the influx of students and parking in the neighborhood?

What impact studies have been done on neighborhood safety?

What impact studies have been done on crime rate and impact of having a college in the area?

What environmental surveys have been done and how will having this influx of people effect our air quality?

I have lots of questions, and I hope that you can help answer them, and help protect our neighborhood.

I look forward to hearing from you.

Sincerely,
Eelia Henderscheid

From: Straw, Jack [<mailto:JStraw@sandiego.gov>]
Sent: Thursday, August 12, 2010 5:21 PM
To: eeliagh@netwiz.net
Subject: RE: Palomar Extension in Rancho Bernardo

Hi Eelia and Dale,

I have spoken with a representative from Palomar College about some of the issues you expressed concerns about. I know that they are specifically looking at the parking issue by toying with the idea of not charging for parking passes so that students won't park in the neighborhoods to avoid buying a pass. It is also my understanding that Palomar College will be having a representative speaking and fielding questions at the next Rancho Bernardo Community Council meeting on Thursday, August 26th. The RBCC meets at the Rancho Bernardo Library at 7:00 pm. I encourage you to show up and ask these same questions of the Palomar College representative and give them your suggestions as well.

Regards,
Jack Straw
JStraw@sandiego.gov
619-236-7018
Council Representative

Subject: FW: WESTWOOD Neighborhood Resident Questions FW: Palomar New Campus in RB
Importance: High

From: Rajaa Issa [<mailto:rajaami@hotmail.com>]
Sent: Friday, September 04, 2015 9:33 AM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: Palomar New Campus in RB

Dear Mr. Astl.

I am a resident in Westwood neighborhood. I am writing this email in reference to the new development planned for the Palomar new campus across from where we live. I have few questions and concerns that I hope you can help me with.

1- I understand that the student capacity will be around 1000. What is the estimated number of staff? What is the number of additional cars estimated per day? What is the proposed schedule of the classes (morning, evening, all day, weekends?). Also, what is the projected future full capacity (when build the additional 2 buildings in the future)?

2- It looks like the campus will have one entrance, across the street from Matinal Rd on Rancho Bernardo Rd leading to Westwood Elementary (short walk). Do you expect students/visitors to park in our neighborhood? Will there be sufficient paid and free parking spots available within the campus? Do you anticipate any safety issues with the Westwood elementary school so close?

3- Having a single entrance to the campus can create big traffic problems. The traffic lights at RB Rd & W Bernardo Dr. needs to be studied very carefully. It is already clogged during rush hours. Being "commuter-campus" might cause more traffic that lasts all day. Noise level will likely increase as well. Are there proposals to boost the public transportation, connect to Via Trazon from the other side of the campus, or other measures to reduce traffic impact?

4- Neighborhood improvements. Do you anticipate that there will be a positive impact on the area? in what way? Are there public services and access given to locals? Also are there any community programs proposed?

I am interested to hear more details.

Thank you
Rajaa Issa

The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

Rancho Bernardo Community Planning Board

P.O. Box 270831, San Diego, CA 92198

www.rbplanningboard.com

September 17, 2015

Mr. Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, CA 92069-1487

RE: Notice of Preparation to Prepare an Environmental Impact Report for the Palomar Community College District South Education Center

Dear Mr. Astl:

On September 17, 2015, the Rancho Bernardo Community Planning Board reviewed the information provided in the Notice of Preparation (NOP) to prepare an Environmental Impact Report (EIR) for the Palomar Community College District (PCCD) South Education Center. The NOP was first reviewed by the Planning Board's Development Review Committee (DRC) on September 9, at which time representatives from PCCD were present to provide information about the project and to receive initial input from the DRC. The recommendations from the DRC were then forwarded to the full Planning Board for consideration.

Project Description:

The project, as presented in the NOP, involves the construction and operation of a new southern campus for the PCCD in Rancho Bernardo. The 27-acre project site is located at 11111 Rancho Bernardo Court, at the intersection of Rancho Bernardo Road and Matinal Road. The project site was previously graded and partially developed in accordance with development plans approved by the City of San Diego for three 110,000-square-foot office buildings. PCCD proposes to maintain the existing access road and extend it around the site to provide a better connection to an existing parking structure. The existing four-story building will be converted to a full service education center (110,000 square feet). A 1,000-square-foot campus police facility and an outdoor quad area will be constructed to the northeast of the existing parking structure. Project construction will occur over a period of approximately 18 months, with the campus intended to be operational in fall 2017. The maximum capacity of the facility is 3,470 full time equivalent students (FTES), supported by 38 full-time equivalent faculty and 37 staff/administrators. Operating hours will be 7 am to 10 pm, Monday through Friday. A 150-seat community room could be available for use on the weekends.

Responses to the NOP:

Description of the Project - The draft EIR should provide a detailed description of all aspects of the project including construction and long-term operation. The grading proposed to create a new internal access road to the parking structure, and any other grading that may be required, should be described in terms of volumes of cut and fill, maximum slope gradients, erosion control measures

incorporated into the scope of the project both during construction and over the life of the project. Although not addressed in the NOP, if material is to be removed from the site, the total cubic yards of material to be transported off the site should be provided along with information regarding the number of truck trips that would be generated by this activity and the route that would be used to transport the material from the project site to an appropriate disposal site. If any encroachment into existing open space is necessary, that too should be addressed.

The project description should also provide general information about the types of construction activity that will occur on the site and the anticipated work hours/days. If construction is proposed at night, then additional information regarding night lighting and anticipated noise levels should also be provided.

The project description should also address the building design, lighting of roadways, sidewalks, buildings, and parking areas, and the types and extent of signage to be provided on site.

Although the NOP does not imply that there are any plans for the future expansion of the proposed facility, if there is the potential for expansion at this site to accommodate additional full time equivalent students at some point in the future, that information should be addressed in the draft EIR in accordance with CEQA.

Aesthetics/Visual Quality – The project site may be visible from one or more residential areas in Rancho Bernardo, therefore, the draft EIR should analyze the potential impacts related to night lighting from building illumination, lighted signage, lighting in the parking lot and parking structure, security lighting, and lighting along the access road and new loop road. To minimize impacts related to lighting, including impacts to Palomar Observatory from sky glow, all lighting should be shield to direct lighting downward while still providing lighting to ensure adequate security on the site.

Noise – The draft EIR should address potential noise impacts to nearby residential development during construction, as well as during the long term operation of the facility. Noise sources might include the use of outdoor public address systems, audible sounds to announce the start or end of class, and outdoor student activities. Appropriate mitigation measures should be developed and incorporated into the scope of the project as applicable.

Transportation and Traffic – A traffic study should be conducted for the project that addresses existing and projected future traffic volumes in the project vicinity; including but not limited to the intersections along Rancho Bernardo Road immediately to east and west of the project site (e.g., Via del Campo, Matinal Road, Via Tazon, West Bernardo Drive, north and southbound I-15 ramps, Bernardo Center Drive, Pomerado Road, and Duenda). The traffic study should also analyze potential alternative travel routes that may develop as drivers seek alternative ways to move through the area. Of particular concern are the streets in the Westwood neighborhood. The cumulative effects to traffic circulation of this project along with other projects currently being developed and/or planned for the area (e.g., construction of a new Sharp Rees-Sealy facility on West Bernardo Drive) should also be addressed. Improving access to transit should be evaluated as a possible mitigation measure for impacts related to traffic congestion.

Rancho Bernardo Community Planning Board
NOP – Palomar Community College District Southern Campus

Parking – The project is planned to accommodate 3,470 FTES and 75 faculty, staff, and administrators. A total of 792 on-site parking spaces are proposed. The draft EIR should describe how the total parking spaces to be provided will or will not be adequate to accommodate all users. If adequate spaces are not available on site or if there will be a charge for parking, the draft EIR must address the potential effects to the surrounding area as users attempt to find parking offsite. No parking is permitted along Rancho Bernardo Road and no transit opportunities are currently available along Rancho Bernardo Road in the vicinity of the project, therefore, the only nearby alternative would be the Westwood community to the north. Adequate mitigation should be provided to ensure that the Westwood community is not adversely affected by parking issues related to the current proposal.

Public Services – The draft EIR should evaluate the potential effect that this facility could have on current response times at the Rancho Bernardo Fire Station.

Greenhouse Gas (GHG) Emissions – A potential GHG reduction strategy would be establishing a transit route from the Rancho Bernardo Transit Center to the proposed campus, which would reduce the number of trips generated by the project.

The Rancho Bernardo Community Planning Board appreciates the opportunity to provide responses to the NOP for this project and we look forward to reviewing the draft EIR when it is made available for public review and comment.

Sincerely,



Mike Lutz, Chairman
Rancho Bernardo Community Planning Board

cc: City Councilmember Mark Kersey
Tony Kempton, City of San Diego Planning Department

RINCON BAND OF LUISEÑO INDIANS

Culture Committee

1 W. Tribal Road • Valley Center, California 92082 •
(760) 297-2621 or (760) 297-2622 & Fax: (760) 704-8411



August 17, 2015

Dennis C. Astl
Palomar Community College District
San Marcos Campus
1140 West Mission Road
San Marcos, CA 92069

Re: South Education Center Project

Dear Mr. Cleveland:

This letter is written on behalf of the Rincon Band of Luiseño Indians. Thank you for inviting us to submit comments on the South Education Center Project. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is not within the Luiseño Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.

If you would like information on tribes within your project area, please contact the Native American Heritage Commission and they will assist with a referral.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Jim McPherson
Manager
Rincon Cultural Resources Department

Subject: FW: No To Rancho Bernardo Campus

From: Sharon Reynolds [mailto:sharonreynolds2@me.com]
Sent: Thursday, September 17, 2015 11:29 PM
To: Astl, Dennis D. <dastl@palomar.edu>
Subject: No To Rancho Bernardo Campus

To Dennis Astl and Palomar Community College,

I'm writing you to express my objection to the proposed Rancho Bernardo Campus Site from environmental and community stand point. Your Site Choice is flawed. It's not going to work for the community or adjacent businesses.

1. Rancho Bernardo Road is not wide enough to handle the increase traffic. Nor is it able to expand.
2. There is only one entrance and exit to the site for all transportation, one lane to enter, one lane to exit, same single drive way. Entrance and Exit (one in the same)
3. Emergency Vehicles will be limited to respond, base on this narrow drive way.
4. Not enough parking spaces for staff or students causing an overflow into neighborhoods and commercial businesses.
5. One access road from I-15 which will slow if not stall North and Southbound I-15 traffic.
6. Heavy Increase in noise to the neighborhoods and The Rancho Bernardo Valley.
7. Transportation and Traffic Study should include Pomerado Road and Rancho Bernardo Road/ Espola.
8. Westwood Community impact will be forever changed with noise, heavy traffic, higher Greenhouse Gas Emissions.
9. Parking Spaces of 793 on-site parking is not enough for the amount of students. Leaving hundreds/thousand of cars to find parking off site.
10. 4SRanch residents will be impacted with traffic and noise.
11. Westwood Community Parks, Schools and Senior Care Facility and neighborhoods will have Mira Mesa Traffic Congestion.

Education doesn't mean up taking away our work and neighborhoods safety.

Respectfully Yours,
Sharon Reynolds
Rancho Bernardo

The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

Subject: FW: EIR for RB campus

From: km1908k@aol.com [<mailto:km1908k@aol.com>]

Sent: Friday, September 18, 2015 12:02 AM

To: Astl, Dennis D. <dastl@palomar.edu>

Subject: EIR

September 17, 2015

Dear Mr. Astl,

I am writing to express my concerns related to the Palomar College Rancho Bernardo campus. I live on Matinal Road in Westwood about two blocks down from Rancho Bernardo road. Two of my biggest concerns involve: potential problems associated with off campus parking, and noise from the campus being able to be heard in the neighborhood.

I am very concerned that Palomar students will take up so much space parking along the road in this Westwood neighborhood that I will not be able to park in front of my home and possibly not even within a reasonable distance from it. This would be a big problem because due to my occupation I often have to pack and unpack a large amount of items into and out of my car. My father who comes to visit me here has walking problems due to severe arthritis in both his knee and shoulder. He would not be able to park at a distance and walk to the house.

I am also concerned that students may leave trash(fast food wrappers, cups, and cigarette butts) in the street gutter and on the edge of my property. I don't have air conditioning and therefore need to have my windows open starting in the late afternoon in an attempt to cool the house. I am concerned that some students may sit in their cars outside of my house or on the retaining wall surrounding my house and smoke which would cause dangerous chemicals to come into my home. The extra vehicles driving around the neighborhood will cause more air pollution to enter my home as well as noise pollution from loud engines, blaring, booming music and the turning on and off of obnoxiously high-pitched car alarms. Although I currently consider crime in this area to be basically non-existent, a lot of harmless things can cause a car alarm to sound and students won't be close enough to turn it off within a reasonable amount of time if they are in class. Please encourage students to park on campus if they are planning to get to the campus by car.

I am also worried that noise from the campus will be able to be heard down here. Even now pre-Palomar, sound from anything happening in the neighborhood echoes off the hill across the street from my house and becomes magnified so I am worried that the same thing will happen with sounds from the campus. The sounds from the campus I am worried about would be coming from music being played through speakers outdoors and electronic bells signaling the start or end of a class or possibly chimes from a large Big Ben style clock. So I am requesting that you please only have music be played indoors and if you have bells please make them only be able to be heard inside the building and if you have a big clock please don't have it chime every hour.

I am also concerned for the students in the event of an emergency that there is only one road leading into and out of the campus. Maybe you could make a deal with one of the nearby businesses that has a driveway that goes out to West Bernardo drive and you could have a road going over to their driveway that normally would be closed off with a gate but it would be able to be opened in an emergency as an alternate escape route .

Although I have expressed concerns about the campus I do know that Palomar offers a valuable educational opportunity for students. In the early to mid 1990's I attended Palomar College at the main San Marcos location and earned an associate degree. I always purchased a parking permit, but every semester for the first two weeks to a month I was forced to park in an adjacent neighborhood until enough students for whatever reason stopped attending and parking spaces on campus became available. Some others had different ideas but I personally tried to be as considerate as possible to that neighborhood while I unavoidably temporarily parked there and I hope that the students attending now will show similar respect to this neighborhood.

Thank you,

Sincerely,

Kathleen Rhodes



San Diego County Archaeological Society, Inc.

Environmental Review Committee

4 September 2015

To: Mr. Dennis D. Astl
Palomar Community College District
San Marcos Campus
1140 West Mission Road
San Marcos, California 92069-1487

Subject: Notice of Preparation of a Draft Environmental Impact Report
Palomar Community College District South Education Center

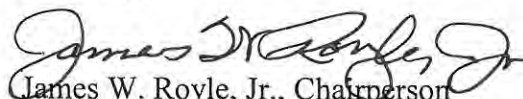
Dear Mr. Astl:

Thank you for the Notice of Preparation for the subject project, which was received by this Society last month.

Given the degree of grading previously conducted on the property in question, and the absence of any potentially historic structures, we agree that no impacts to cultural resources are likely. We therefore agree that the topics studied in the DEIR need not include cultural resources.

SDCAS appreciates being included in the distribution of this Notice of Preparation.

Sincerely,


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

cc: SDCAS President
File

Subject: FW: Concerns About Palomar College Campus Site

From: Greengables59 [greengables59@yahoo.com]
Sent: Tuesday, September 15, 2015 2:30 PM
To: Astl, Dennis D.
Subject: Concerns About Palomar College Campus Site

Mr. Astl,

I am a resident of Poway, which is situated adjacent to the Rancho Bernardo area. I am writing to express my concern about the the Palomar College plan to create a Rancho Bernardo campus. I believe that this plan will create a traffic nightmare in the proposed area. There is already too much traffic on Rancho Bernardo Road, particularly in the vicinity of the I-15 entrance and exit and especially during peak hours. This will only get worse with the addition of 1,000 students plus an unknown number of campus faculty members traveling on the existing two-lane wide roads. I am certain that other residents share in this concern and that it is taken into serious consideration.

Sincerely,

Pat Savana

Subject: FW: Palomar College Satellite in RB

Importance: High

From: Patrick Sheehan [<mailto:psheehan@san.rr.com>]

Sent: Tuesday, September 08, 2015 8:31 AM

To: Astl, Dennis D. <dastl@palomar.edu>

Cc: lsheehan57@gmail.com

Subject: Palomar College Satellite in RB

Dear Dennis,

I am a Westwood resident and, while I am thrilled that Palomar is finally moving forward with their satellite campus in Rancho Bernardo, I have serious concerns about the parking situation. I live on Capilla Rd. and can anticipate many students parking on my street as well as on Matinal Road. What are the plans to make sure that this does not happen? Is there ample parking on campus? If so, how much will be charged for a parking pass? Will “No Palomar College parking” signs be erected along Matinal Road and Capilla Rd? I have two college-aged children and KNOW what they will do to save a few bucks—is it possible to incorporate free parking for all Palomar students and staff? I look forward to your response. While I am excited to have college students in the neighborhood, as I think they bring a vibrancy and joie-de-vivre to most communities, I don’t want the thrill to be dampened by congesting Westwood’s streets and the probable trash that comes with students walking to and from campus—again—I have two college-aged kids and know how messy thy can be. Thank you for your time, and good luck with the new campus!

Sincerely,
Lisa Sheehan

Subject: FW: Rancho Bernardo Community Planning Board Meeting Thursday September 17
Attachments: Agenda September 2015.pdf; response to NOP for the Palomar Community College District RB Campus.docx; Background info Palomar Community College District RB Campus.docx

From: Astl, Dennis D. [mailto:dastl@palomar.edu]
Sent: Wednesday, September 16, 2015 6:58 AM
To: Gropen, Laura; Garcia, Paul S; Sandman, Diane M
Cc: Miller, Christopher; Gonzales, Adrian D.; Perez, Ron
Subject: FW: Rancho Bernardo Community Planning Board Meeting Thursday September 17

All,

See the below email and attachments that are going to be presented at the RB Planning Review Committee meeting on the 17th. These are the questions that we heard at our meeting last week with the design review committee.

Let me know if you have any questions.

From: Victoria Touchstone [torieaires@gmail.com]
Sent: Tuesday, September 15, 2015 5:47 PM
To: Astl, Dennis D.
Cc: Mike Lutz
Subject: Rancho Bernardo Community Planning Board Meeting Thursday September 17

Dennis - We very much appreciate PCCD's participation in our Development Review Committee Meeting last week. The information provided was very helpful.

The South Campus (Rancho Bernardo) NOP is on the full Planning Board's agenda this Thursday, September 17 at 7:00 PM (agenda attached). You are more than welcome to attend. Because our regular meeting is scheduled for September 17, someone from the Board will be sending our response to the NOP via email that evening. I have attached the draft letter for your information, but it will not be official until the full Board takes action. Mike Lutz, the Planning Board Chairman will be presenting the project for me as I cannot attend the meeting.

Thank you again,

Vicki Touchstone



Rancho Bernardo Community Planning Board
PO Box 270831, San Diego, CA 92198
www.rbplanningboard.com

September 17, 2015 AGENDA

7:00 PM, @ RB Swim & Tennis Club, Club 21 Room
16955 Bernardo Oaks Drive

<u>2015 RB PLANNING BOARD</u>							
P = present		A = absent		ARC = arrived after roll call			
John Cochran		Donald Gragg		Matt Stockton		Bernardo Bicas	Mike Lutz
Robin Kaufman		Scott Hall		Sherry Guthrie		Ruth Coddington	Laurie Madsen
Rebecca Weide		Bettyann Pernice		Vicki Touchstone		Jim Denton	
						Total Seated	14
						Total in Attendance	

ITEM #1 CALL TO ORDER/ROLL CALL – REGULAR MEETING

ITEM #2 NON-AGENDA PUBLIC COMMENT (3 minutes per speaker)

To discuss items not on the agenda, yet within the jurisdiction of the RB Planning Board.
 Board members should limit discussion of non-agenda items so as not to detract from the time available for agenda items. Board may ask questions or refer the matter to city staff.

ITEM #3 GOVERNMENT REPRESENTATIVE REMARKS (3 min)

ITEM #4 CHAIRS REMARKS (5 min)

ITEM #5 MODIFICATIONS TO AGENDA / ADOPT DRAFT AGENDA (5 min)

VOTING ITEM

ITEM #6 ADMINISTRATIVE ITEMS (10 min)

VOTING ITEMS

Review and approve August 2015 Meeting minutes
 Review and approve August 2015 Treasurer's report

ITEM #7 PALOMAR COMMUNITY COLLEGE DISTRICT RANCHO BERNARDO CAMPUS- NOTICE OF PREPARATION OF AN ENVIROMENTAL IMPACT REPORT (15 min)

VOTING ITEM

Palomar Community College District has issued a Notice of Preparation (NOP) for an Environmental Impact Report (EIR). Comments related to the NOP are due on September 17. The proposed project will be located at 11111 Rancho Bernardo Road. The purpose of the NOP is to solicit comments from the public regarding the issues that should be evaluated in the EIR (e.g., traffic, visual quality, geology and soils, lighting). The Development Review Committee will present recommended comments.

ITEM #8 INTEGRATED CORRIDOR MANAGEMENT PROJECT PRESENTATION (15 Min) INFORMATIONAL

Alex Estrella, Senior Regional Planner, will give an update on the final implementation phase of the ICM system, which consists of detour signs placed on surface streets in the vicinity of the I-15 freeway.

ITEM #9 CITY OF SAN DIEGO – CLIMATE ACTION PLAN (5 Min)

VOTING ITEM

The City's draft Climate Action Plan and Program associated EIR are available for

public review and comment. The Planning Board responded to the Notice of Preparation for this EIR. The Regional Issues Committee will present recommended comments for both the draft Plan and draft Program EIR. Comments are due September 29, 2015.

ITEM #10 APPOINTMENT OF BOARD VACANCIES (5 Min) VOTING ITEM

Vote on individuals presenting themselves for Board district vacancies who have already attended one required meeting this year. There are presently vacancies in the following districts: B (Eastview), C (Oaks North), D (Swim and Tennis).

ITEM #13 COMMITTEE REPORTS (see attached draft of minutes)

Bylaws Ad-Hoc.....	Don Gragg
Development Review.....	Vicki Touchstone
Publicity/Elections/Nominating.....	John Cochran
Regional Issues.....	Vicki Touchstone
Traffic & Transportation.....	

ITEM #14 LIAISON REPORTS

Community Council.....	Robin Kaufman
Community Planners Committee (CPC).....	Mike Lutz
SANDAG.....	Robin Kaufman
San Dieguito River Park	Don Gragg/Robin Kaufman
San Pasqual/Lake Hodges Planning Group....	Laurie Madsen

ITEM #15 OLD BUSINESS

ITEM #16 NEW BUSINESS

ADJOURNMENT:

NEXT REGULAR BOARD MEETING:

Thursday, October 15, 2015 @ 7:00 PM
RB Swim & Tennis Club – Club 21 Room

STANDING SUB-COMMITTEE MEETINGS

Administrative Committee

6:00 PM - Monday, 10 days prior to Board meeting
RB Swim & Tennis Club - Ceramics Room

Publicity/Election Committee

TBA

Development Review Committee

6:00 PM – Tuesday prior to Admin. meeting
RB Swim & Tennis Club – Ceramics Room

Regional Issues Committee

7:00 PM – Tuesday prior to Admin. meeting
RB Swim & Tennis Club – Ceramics Room

Traffic & Transportation Committee

6:00 PM – 4th Monday of month
RB Swim & Tennis Club – Ceramics Room

Rancho Bernardo Community Planning Board

P.O. Box 270831, San Diego, CA 92198

www.rbplanningboard.com

September 17, 2015

Mr. Dennis Astl
Palomar Community College District, San Marcos Campus
1140 West Mission Road
San Marcos, CA 92069-1487

RE: Notice of Preparation to Prepare an Environmental Impact Report for the Palomar Community College District South Education Center

Dear Mr. Astl:

On September 17, 2015, the Rancho Bernardo Community Planning Board reviewed the information provided in the Notice of Preparation (NOP) to prepare an Environmental Impact Report (EIR) for the Palomar Community College District (PCCD) South Education Center. The NOP was first reviewed by the Planning Board's Development Review Committee (DRC) on September 9, at which time representatives from PCCD were present to provide information about the project and to receive initial input from the DRC. The recommendations from the DRC were then forwarded to the full Planning Board for consideration.

Project Description:

The project, as presented in the NOP, involves the construction and operation of a new southern campus for the PCCD in Rancho Bernardo. The 27-acre project site is located at 11111 Rancho Bernardo Drive, at the intersection of Rancho Bernardo Road and Matinal Road. The project site was previously graded and partially developed in accordance with development plans approved by the City of San Diego for three 110,000-square-foot office buildings. PCCD proposes to maintain the existing access road and extend it around the site to provide a better connection to an existing parking structure. The existing four-story building will be converted to a full service education center (110,000 square feet). A 1,000-square-foot campus police facility and an outdoor quad area will be constructed to the northeast of the existing parking structure. Project construction will occur over a period of approximately 18 months, with the campus intended to be operational in fall 2017. The maximum capacity of the facility is 3,470 full time equivalent students (FTES), supported by 38 full-time equivalent faculty and 37 staff/administrators. Operating hours will be 7 am to 10 pm, Monday through Friday. A 150-seat community room could be available for use on the weekends.

Responses to the NOP:

Description of the Project - The draft EIR should provide a detailed description of all aspects of the project including construction and long-term operation. The grading proposed to create a new internal access road to the parking structure, and any other grading that may be required, should be described in terms of volumes of cut and fill, maximum slope gradients, erosion control measures

incorporated into the scope of the project both during construction and over the life of the project. Although not addressed in the NOP, if material is to be removed from the site, the total cubic yards of material to be transported off the site should be provided along with information regarding the number of truck trips that would be generated by this activity and the route that would be used to transport the material from the project site to an appropriate disposal site. If any encroachment into existing open space is necessary, that too should be addressed.

The project description should also provide general information about the types of construction activity that will occur on the site and the anticipated work hours/days. If construction is proposed at night, then additional information regarding night lighting and anticipated noise levels should also be provided.

The project description should also address the building design, lighting of roadways, sidewalks, buildings, and parking areas, and the types and extent of signage to be provided on site.

Although the NOP does not imply that there are any plans for the future expansion of the proposed facility, if there is the potential for expansion at this site to accommodate additional full time equivalent students at some point in the future, that information should be addressed in the draft EIR in accordance with CEQA.

Aesthetics/Visual Quality – The project site may be visible from one or more residential areas in Rancho Bernardo, therefore, the draft EIR should analyze the potential impacts related to night lighting from building illumination, lighted signage, lighting in the parking lot and parking structure, security lighting, and lighting along the access road and new loop road. To minimize impacts related to lighting, including impacts to Palomar Observatory from sky glow, all lighting should be shield to direct lighting downward while still providing lighting to ensure adequate security on the site.

Noise – The draft EIR should address potential noise impacts to nearby residential development during construction, as well as during the long term operation of the facility. Noise sources might include the use of outdoor public address systems, audible sounds to announce the start or end of class, and outdoor student activities. Appropriate mitigation measures should be developed and incorporated into the scope of the project as applicable.

Transportation and Traffic – A traffic study should be conducted for the project that addresses existing and projected future traffic volumes in the project vicinity; including but not limited to the intersections along Rancho Bernardo Road immediately to east and west of the project site (e.g., Via del Campo, Matinal Road, Via Tazon, West Bernardo Drive, north and southbound I-15 ramps, Bernardo Center Drive). The traffic study should also analyze potential alternative travel routes that may develop as drivers seek alternative ways to move through the area. Of particular concern are the streets in the Westwood neighborhood. The cumulative effects to traffic circulation of this project along with other projects currently being developed and/or planned for the area (e.g., construction of a new Sharp Rees-Sealy facility on West Bernardo Drive) should also be addressed. Improving access to transit should be evaluated as a possible mitigation measure for impacts related to traffic congestion.

Parking – The project is planned to accommodate 3,470 FTES and 75 faculty, staff, and administrators. A total of 792 on-site parking spaces are proposed. The draft EIR should describe how the total parking spaces to be provided will or will not be adequate to accommodate all users. If adequate spaces are not available on site or if there will be a charge for parking, the draft EIR must address the potential effects to the surrounding area as users attempt to find parking offsite. No parking is permitted along Rancho Bernardo Road and no transit opportunities are currently available along Rancho Bernardo Road in the vicinity of the project, therefore, the only nearby alternative would be the Westwood community to the north. Adequate mitigation should be provided to ensure that the Westwood community is not adversely affected by parking issues related to the current proposal.

Public Services – The draft EIR should evaluate the potential effect that this facility could have on current response times at the Rancho Bernardo Fire Station.

Greenhouse Gas (GHG) Emissions – A potential GHG reduction strategy would be establishing a transit route from the Rancho Bernardo Transit Center to the proposed campus, which would reduce the number of trips generated by the project.

The Rancho Bernardo Community Planning Board appreciates the opportunity to provide responses to the NOP for this project and we look forward to reviewing the draft EIR when it is made available for public review and comment.

Sincerely,

Mike Lutz, Chairman
Rancho Bernardo Community Planning Board

cc: City Councilmember Mark Kersey
Tony Kempton, City of San Diego Planning Department

**Notice of Preparation of an Environmental Impact Report
for the Palomar Community College District - Rancho Bernardo Campus
Background Information**

Project Overview:

The Palomar Community College District (PCCD) proposes to construct and operate a new southern campus in Rancho Bernardo on a 27-acre parcel at 11111 Rancho Bernardo Drive, located to the south of the intersection of Rancho Bernardo Road and Matinal Road. Access to the site would be via Rancho Bernardo Road at the signalized intersection with Matinal Road.

The project site was previously approved by the City of San Diego for the development of three 110,000-square-foot office buildings. The site was partially developed with an access road and sidewalk from Rancho Bernardo Road up to the site, a four-story building, 574-space parking structure, and 218 surface parking spaces when PCCD purchased the site in 2010.. The existing building will be converted to a full service education center (110,000 square feet), including a lobby, lecture and laboratory facilities, faculty offices and support, library resource and instruction support lab, merchandizing and food services, and other support facilities. PCCD also proposes to construct a 1,000-square-foot campus police facility and an outdoor quad area on the site. A 150-seat community room is also proposed. Project construction will occur over a period of approximately 18 months, with the campus intended to be operational in fall 2017.

Initially, the campus will serve 1,031 full-time equivalent students. The maximum capacity will be 3,470 FTES. The campus will also be supported by 38 full-time equivalent faculty and 37 staff/administrators. Operating hours will be 7 am to 10 pm, Monday – Friday. More information is available in the NOP.

California Environmental Quality Act (CEQA) Process:

The Notice of Preparation (NOP) is the first step in the CEQA process. The PCCD proposes to prepare an environmental impact report (EIR) to address the potential effects to the environment of implementing the proposed project. The NOP process provides the interested public with the opportunity to identify potential issues that should be addressed in the EIR. The PCCD will then prepare the EIR and present it to the public for review and comment. It is not until the public comment period is completed and all comments to the EIR have been reviewed and responded to that the PCCD's governing board will consider initiation of the project.

Planning Board Review:

The Development Review Committee considered the NOP at a meeting on Wednesday, September 9. Three representatives from PCCD were present to provide information about the proposed project. The DRC raised the following issues, which are addressed in greater detail in the attached draft letter to the PCCD: traffic circulation and congestion, parking, lighting/glare, dark skies, public services (fire), and cumulative effects related to traffic. Responses to the NOP are due on September 17, 2015.

APPENDIX B

Updated Geotechnical Investigation

**UPDATE
GEOTECHNICAL INVESTIGATION**

**PALOMAR COLLEGE
SOUTH EDUCATION CENTER
IMPROVEMENT PROJECT
SAN DIEGO, CALIFORNIA**



GEOCON
INCORPORATED

GEOTECHNICAL
ENVIRONMENTAL
MATERIALS

PREPARED FOR

**PALOMAR COMMUNITY COLLEGE DISTRICT
SAN MARCOS, CALIFORNIA**

**OCTOBER 24, 2012
PROJECT NO. 06647-42-03**



Project No. 06647-42-03
October 24, 2012

Palomar Community College District
1140 West Mission Road
San Marcos, California 92069-1487

Attention: Ms. Kelley Hudson-Macisaac

Subject: UPDATE GEOTECHNICAL INVESTIGATION
PALOMAR COLLEGE SOUTH EDUCATION
CENTER IMPROVEMENT PROJECT
SAN DIEGO, CALIFORNIA

Dear Ms. Hudson-Macisaac:

In accordance with your authorization of our proposal No. LG-12153 dated June 20, 2012 and revised July 2, 2012, we have performed an update geotechnical investigation on the subject education center located in San Diego, California. The accompanying report presents the findings of our study, and our conclusions and recommendations pertaining to the geotechnical aspects of constructing the improvements as presently proposed.

In our opinion the improvements can be constructed as proposed provided the recommendations of this report are followed. The presence of shallow rock at or near the surface in the area of the proposed secondary access road will require special consideration during site development.

If you have any questions regarding this report, or if we may be of further service, please contact the undersigned at your convenience.

Very truly yours,

GEOCON INCORPORATED

Troy K. Reist

Troy K. Reist
CEG 2408

Rodney C. Mikesell

Rodney C. Mikesell
GE 2533

TKR:RCM:

- (2) Addressee
- (4) LPA, Inc
Attention Mr. Young Min



TABLE OF CONTENTS

1. PURPOSE AND SCOPE	1
2. SITE AND PROJECT DESCRIPTION	1
3. PREVIOUS GRADING OPERATIONS AND GEOTECHNICAL STUDIES	2
4. SOIL AND GEOLOGIC CONDITIONS	3
4.1 Previously Placed Fill (Qpf ₁₋₂).....	3
4.2 Topsoil (Unmapped).....	4
4.3 Landslide Debris (Qls).....	4
4.4 Friars Formation (Tf).....	4
4.5 Santiago Peak Volcanics (Jsp).....	4
5. RIPPABILITY AND ROCK CONSIDERATIONS	5
6. GROUNDWATER	5
7.1 Regional Faulting and Seismicity	5
7.2 Seismic Hazard Analysis	6
7.3 Site Specific Seismic Hazard Analysis	8
7.4 Liquefaction.....	9
7.5 Tsunamis and Seiches.....	9
7.6 Landslides.....	9
7.7 Subsidence and Seismic Settlement.....	10
7.8 Flooding.....	10
7.9 Expansive Soil	10
7.10 Geologic Hazard Category	10
8. SLOPE STABILITY EVALUATION	11
9. CONCLUSIONS AND RECOMMENDATIONS.....	13
9.1 General.....	13
9.2 Excavation and Soil Characteristics	13
9.3 Seismic Design Criteria	15
9.4 Site Modified Seismic Design Criteria	16
9.5 Grading.....	17
9.6 Foundation Recommendations	18
9.7 Concrete Slabs-on-Grade.....	20
9.9 Conventional Retaining Walls.....	23
9.10 Lateral Loading.....	25
9.11 Bio-Retention Basin and Bio-Swale Recommendations	25
9.12 Drainage and Maintenance	26
9.13 Grading and Foundation Plan Review	27

LIMITATIONS AND UNIFORMITY OF CONDITIONS

MAPS AND ILLUSTRATIONS

- Figure 1, Topographic Vicinity Map
- Figure 2, Geologic Map
- Figure 3, Geologic Cross-Sections A-A' and B-B'
- Figure 4, Regional Geologic Map

TABLE OF CONTENTS (Continued)

Figure 5, Regional Fault Map
Figure 6, Regional Seismicity Map
Figures 7 – 9, Design Response Spectra
Figure 10, Typical Retaining Wall Drainage Detail
Figure 11, Typical Bioswale Detail
Figure 12, Typical Subdrain Cut-Off Wall Detail

APPENDIX A

FIELD INVESTIGATION

Figures A-1 – A-9, Logs of Borings

APPENDIX B

LABORATORY TESTING

Table B-I, Summary of Laboratory Maximum Dry Density and Optimum Moisture Content Test Results

Table B-II, Summary of Laboratory Direct Shear Test Results

Table B-III, Summary of Laboratory Expansion Index Test Results

Table IV, Summary of Laboratory Potential of Hydrogen (pH) and Resistivity Test Results

Table V, Summary of Laboratory Water-Soluble Sulfate Test Results

Table VI, Summary of Laboratory Chloride Ion Content Test Results

Table VII, Summary of Laboratory Resistivity (R-Value) and Sand Equivalent Test Results

Table VII, Summary of Laboratory Plasticity Test Results

Figure B-1, Gradation Curve

Figures B-2 and B-3, Consolidation Curves

APPENDIX C

SEISMIC REFRACTION SURVEY FROM SOUTHWEST GEOPHYSICS

APPENDIX D

SLOPE STABILITY ANALYSES

Figure D-1, Static Slope Stability Analysis

Figure D-2, Seismic Slope Stability Analysis

Figure D-3, Site Acceleration Deaggregation Analysis

APPENDIX E

RECOMMENDED GRADING SPECIFICATIONS

LIST OF REFERENCES

UPDATE GEOTECHNICAL INVESTIGATION

1. PURPOSE AND SCOPE

This report presents the results of an update geotechnical investigation for the proposed improvements to the existing Palomar College South Education Center campus in the northern portion of San Diego, California (see Topographic Vicinity Map, Figure 1). The purpose of this investigation was to evaluate soil and geologic conditions on the property, and based on conditions encountered, provide recommendations pertaining to the geotechnical aspects of constructing improvements as presently proposed. This report has been prepared in accordance with the requirements of CDMG Note 48 for submittal to the Division of the State Architect (DSA).

The scope of the investigation consisted of a site reconnaissance, review of aerial photographs and pertinent geologic literature (see list of References), and a field investigation. The field investigation was conducted between September 24 and October 3, 2012, and consisted of drilling 9 exploratory borings, performing two permeability tests and conducting four seismic refraction lines at the approximate locations shown on the Geologic Map/Site Plan, Figure 2. The seismic refraction lines were performed by Southwest Geophysics to assess the apparent rippability of the metavolcanic rock exposed within the area planned for the secondary access road. Details of the field exploration as well as boring logs and seismic line profiles are presented in Appendix A and C, respectively.

Laboratory tests were performed on selected soil samples obtained during the field investigation to evaluate pertinent physical and chemical properties of the soils encountered. Details of the laboratory tests and a summary of test results are presented in Appendix B.

The recommendations presented herein are based on analysis of the data and observations obtained during this investigation and our experience with similar soil and geologic conditions. References reviewed to prepare this report are provided in the *List of References* section.

2. SITE AND PROJECT DESCRIPTION

The subject campus area encompasses approximately 24 acres of land situated on the south side of Rancho Bernardo Road between Matinal Road and Olmead Way in the Rancho Bernardo area of San Diego, California. The latitude and longitude coordinates of the site is approximately: 33° 1' 24" N, 117° 5' 22" W.

The existing site configuration consists of an irregular shaped graded pad, elongated in an east-west orientation elevated above Rancho Bernardo Road. The campus consists of an existing four-story building, a detached four-level parking structure, surface parking lot, several retaining walls and other associated improvements. Elevations on the property range from a high of approximately 730 feet

above Mean Sea Level (MSL) along the southwestern portion of the property to approximately 585 feet MSL within the lower drainage basin located along Rancho Bernardo Road.

Natural hillside slopes lie on the west, south, and east sides of the property. Fill slopes constructed as part of the previous grading lie on the north side, with a small fill slope constructed on the east side of the property. The northern fill slope is approximately 50 feet high and constructed at a 2 to 1 (horizontal to vertical) inclination. The eastern fill slope is approximately 10 feet high and also constructed at a 2 to 1 inclination.

The graded pad was sheet-graded to drain into an upper desilting basin that is centrally located at the top of the north facing fill slope. The elevations for the buildable portion of the pad vary from approximately 658 to 640 feet MSL. Access to the site is off of Rancho Bernardo Road via an ascending access road situated on the west side of the property.

It is our understanding that the proposed improvements to the site include adding an approximately 1,200-foot long secondary access road on the eastern side of the property, three 4-story stair wells to the existing building, an 8-foot high grassy knoll, and other surface and hardscape improvements as shown on Figure 2. Grading for the improvements will require cuts and fills on the order of approximately 50 feet and 8 feet, respectively. The largest cuts are associated with the proposed access road that will extend from the graded pad down the eastern slope to Rancho Bernardo Road.

The locations and descriptions of the site and proposed development are based on a site reconnaissance, a review of the referenced plans and our understanding of project development. If project details vary significantly from those described above, Geocon Incorporated should be contacted to determine the necessity for review and possible revision of this report.

3. PREVIOUS GRADING OPERATIONS AND GEOTECHNICAL STUDIES

The site was previously graded in two phases between October 1999 and June 2009, which resulted in the current graded condition. The approximate extent of fill placed during previous grading is identified as Qpf₍₁₋₂₎ on Figure 1. The grading operations were conducted in conjunction with the observation and compaction testing services of URS Greiner Woodward Clyde (Qpf₁) and Christian Wheeler Engineering (Qpf₂). Based on our review of as-graded reports documenting previous grading, the fill soil was compacted to at least 90 percent relative compaction. Compaction and laboratory testing as well as professional opinions pertaining to previous grading are summarized in the following geotechnical reports:

1. *Report of Earthwork Observations and Compaction Test Results, Compacted Fill, Storm Drain Trench Backfill, and Wall Backfill, Bernardo Industrial Park North, Lot 11, San Diego, California*, prepared by URS Greiner Woodward Clyde, dated November 2, 2000.
2. *Final Report of Grading Observations and Relative Compaction Testing, Bernardo Terrace Corporate Center, 11111 Rancho Bernardo Road, San Diego, California*, prepared by Christian Wheeler Engineering, dated September 16, 2009.

Several geotechnical studies were performed on the property between December 2000 and August 2005 by Geocon Incorporated. These reports include the following:

1. *Update to Addendum Geotechnical Report, Bernardo Terrace Corporate Center, San Diego, California*, dated August 18, 2005 (Project No. 06647-42-02).
2. *Addendum Geotechnical Report [for] Rancho Bernardo Industrial Park North, Lot 11 Expansion, City of San Diego Project Tract No. 1096, San Diego, California*, dated November 18, 2003 (Project No. 06647-42-02).
3. *Update Geotechnical Investigation, Bernardo Industrial Park North, Lot 11 Expansion and Existing Sheet Graded Pad, San Diego, California*, dated January 8, 2002 (Project No. 06647-42-01).
4. *Geotechnical Investigation, Bernardo Industrial Park North, Lot 11 Expansion, San Diego, California*, dated May 31, 2001 (Project No. 06647-42-01).

4. SOIL AND GEOLOGIC CONDITIONS

Based on our recent and previous field investigations and review of the as-graded geotechnical reports performed by others, the materials underlying the site consist of three surficial soil types and two formational units. A Geologic Map/Site Plan and Geologic Cross Sections A-A' and B-B' showing these units are presented as Figures 2 and 3, respectively. A Regional Geologic Map has also been included as Figure 4.

4.1 Previously Placed Fill (Qpf₁₋₂)

Previously placed fill soil associated with prior grading operations for the site has been identified as Qpf₁ and Qpf₂ on Figure 2. Qpf₁ represents the compacted fill soils observed and tested by URS Greiner Woodward Clyde. Fills observed and tested by Christian Wheeler Engineering are identified as Qpf₂. Based on exploratory borings performed for this study, compacted fill depths range from approximately 12 to 14 feet at the stairwell additions. Fill depths are expected to be in excess of 40 feet near the top of the northern slope.

4.2 Topsoil (Unmapped)

Topsoil was observed overlying the geologic formations on the ungraded hillsides adjacent to the property. Based on our observations and experience in the area, it is estimated that the topsoil materials vary from approximately one to three feet thick and consist predominantly of silty to slightly clayey sand.

4.3 Landslide Debris (Qls)

A remnant landslide deposit has been mapped in the southeastern portion of the property. A buttress fill designed and observed by Christian Wheeler Engineering was constructed during previous grading to stabilize the upper portion of the slide mass that was left in place. The location of landslide is outside the area of existing and proposed improvements and should not impact proposed improvements investigated for this update geotechnical investigation.

4.4 Friars Formation (Tf)

Tertiary-age Friars Formation underlies the previously compacted fill soil and overlies the Santiago Peak Volcanics. This formation typically consists of dense sandstones, hard claystones and siltstones. Highly expansive claystone layers and/or concretionary zones are commonly found within this unit. Excavations that extend through the fill cap and into this unit may encounter highly expansive claystones that could excavate as oversize (greater than 12 inches) cemented chunks that will require special handling and placement during grading.

4.5 Santiago Peak Volcanics (Jsp)

The Jurassic-age Santiago Peak Volcanics underlies the previously placed fill soils and is exposed at grade at the northeastern portion of the property and within a limited area above the access road in the western part of site. This formation consists of weakly metamorphosed volcanic and sedimentary rocks that appear relatively dark-colored where exposed. The metavolcanic rock constitution ranges from rhyolite to basalt and commonly includes tuff, tuff-breccias, and andesites. Very fine-grained, silicified sandstones, slate, and other types of metasedimentary rocks can also be present.

The rippability characteristics of the Santiago Peak Volcanics are discussed in the *Rippability and Rock Considerations* section of this report. The Santiago Peak Volcanics generally exhibits adequate bearing and slope stability characteristics. Cut slopes excavated at an inclination of 2:1 (horizontal:vertical) should be stable to the proposed heights if free of adversely oriented joints or fractures. It should be anticipated that excavations within this unit will generate boulders and oversize materials (rocks greater than 12 inches in length) that will require special handling and placement procedures.

5. RIPPABILITY AND ROCK CONSIDERATIONS

To aid in evaluating the rippability characteristics of the metavolcanic rock in proposed cut areas for the proposed eastern access road, four seismic traverses were performed by Southwest Geophysics. The approximate location of the seismic traverse lines is shown on Figure 2. The report prepared by Southwest Geophysics is included in Appendix C. The data suggests the area of the access road has a weathered mantel ranging in depth of approximately 1 to 7 feet which should be possible to excavate with heavy effort using conventional grading equipment. However, where excavations extend below the upper weathered mantel, very difficult ripping and blasting to excavate should be expected. Blasting was required to excavate on-site rock during original grading based on our review of the as-graded report prepared by URS Greiner Woodward Clyde

Seismic refraction data can be used to evaluate rock rippability and estimate the depth at which excavation difficulty will occur. It should be recognized that rock rippability is a function of natural weathering processes, which can be variable and change vertically and horizontally over short distances depending on jointing, fracturing and/or mineralogic discontinuities within the bedrock. Perspective contractors should use their own judgment to evaluate the boundary between productive and non-productive ripping, and rippable and non-rippable rock.

Blasting techniques can be expected to generate oversized rock (rocks greater than 12-inches in dimension), which will likely require exporting due to the lack of available fill areas on site. In addition, the close proximity of the access road to existing buildings and other improvements (i.e. utility lines, sidewalks, streets) will also need to be considered to avoid damage.

6. GROUNDWATER

Groundwater was not encountered during our recent or previous field investigations. A regional groundwater table was not observed and is not expected to adversely impact development of the proposed site. However, it is not uncommon for seepage conditions to develop where none previously existed. Seepage conditions are dependent on seasonal precipitation, irrigation, land use, among other factors, and vary as a result. Proper surface drainage will be important to future performance of the project.

7. GEOLOGIC HAZARDS

7.1 Regional Faulting and Seismicity

Regional faulting was evaluated with respect to the site by reviewing published geologic maps and by performing a deterministic analysis to establish fault locations and estimated peak site accelerations. Figure 5 presents a Regional Fault Map. A Regional Seismicity Map showing earthquake epicenters is shown on Figure 6. The site is not located within a State of California Earthquake Fault Zone.

7.2 Faulting

A review of geologic literature indicates that there are no known active or potentially active faults at the site. An unnamed fault was discussed in the Woodward-Clyde's 1997 geotechnical investigation (see References) and has been mapped approximately within the area of the previous grading at the north end of the property. This fault was exposed within the Santiago Peak Volcanics and has not been documented to have displaced Quaternary or Holocene-aged deposits and therefore is considered to be "inactive" according to current criteria of the California Geological Survey (CGS). Since the fault is "inactive" it should not pose a seismic risk to the proposed project development. In addition, the alignment of this fault does not cross the existing building pad.

7.3 Seismic Hazard Analysis

According to the computer program *EZ-FRISK (Version 7.62)*, 7 known active faults are located within a search radius of 50 miles from the property. We used the 2008 USGS fault database that provides several models and combinations of fault data to evaluate the fault information. The nearest active faults are the Newport-Inglewood and Rose Canyon Fault Zones, located approximately 13 miles west of the site and are the dominant sources of potential ground motion. Earthquakes that might occur on the Newport-Inglewood and Rose Canyon Fault Zones or other faults within the southern California and northern Baja California area are potential generators of significant ground motion at the site. The estimated maximum earthquake magnitude and peak ground acceleration for the Newport-Inglewood Fault are 7.5 and 0.21g, respectively. Table 7.3.1 lists the estimated maximum earthquake magnitude and peak ground acceleration for the most dominant faults in relationship to the site location. We calculated peak ground acceleration (PGA) using Boore-Atkinson (2008) NGA USGS 2008, Campbell-Bozorgnia (2008) NGA USGS 2008, and Chiou-Youngs (2008) NGA acceleration-attenuation relationships.

**TABLE 7.3.1
DETERMINISTIC SEISMIC SITE PARAMETERS**

Fault Name	Distance from Site (miles)	Maximum Earthquake Magnitude (Mw)	Peak Ground Acceleration		
			Boore-Atkinson 2008 (g)	Campbell-Bozorgnia 2008 (g)	Chiou-Youngs 2008 (g)
Newport-Inglewood	13	7.5	0.21	0.17	0.21
Rose Canyon	13	6.9	0.17	0.15	0.15
Elsinore	22	7.85	0.17	0.13	0.16
Coronado Bank	27	7.4	0.13	0.09	0.10
Palos Verdes Connected	27	7.7	0.14	0.10	0.12
Earthquake Valley	31	6.8	0.09	0.07	0.06
San Jacinto	44	7.88	0.10	0.08	0.09

We performed a site-specific probabilistic seismic hazard analysis using the computer program *EZ-FRISK*. Geologic parameters not addressed in the deterministic analysis are included in this analysis. The program operates under the assumption that the occurrence rate of earthquakes on each mappable Quaternary fault is proportional to the faults slip rate. The program accounts for earthquake magnitude as a function of fault rupture length, and site acceleration estimates are made using the earthquake magnitude and distance from the site to the rupture zone. The program also accounts for uncertainty in each of following: (1) earthquake magnitude, (2) rupture length for a given magnitude, (3) location of the rupture zone, (4) maximum possible magnitude of a given earthquake, and (5) acceleration at the site from a given earthquake along each fault. By calculating the expected accelerations from considered earthquake sources, the program calculates the total average annual expected number of occurrences of site acceleration greater than a specified value. We utilized acceleration-attenuation relationships suggested by Boore-Atkinson (2008) NGA USGS 2008, Campbell-Bozorgnia (2008) NGA USGS 2008, and Chiou-Youngs (2008) NGA in the analysis. Table 7.3.2 presents the site-specific probabilistic seismic hazard parameters including acceleration-attenuation relationships and the probability of exceedence.

**TABLE 7.3.2
PROBABILISTIC SEISMIC HAZARD PARAMETERS**

Probability of Exceedence	Peak Ground Acceleration		
	Boore-Atkinson, 2008 (g)	Campbell-Bozorgnia, 2008 (g)	Chiou-Youngs, 2008 (g)
2% in a 50 Year Period	0.37	0.35	0.39
5% in a 50 Year Period	0.28	0.26	0.28
10% in a 50 Year Period	0.22	0.20	0.21

The California Geologic Survey (CGS) has a program that calculates the ground motion for a 10 percent of probability of exceedence in a 50-year period based on an average of several attenuation relationships. Table 7.3.3 presents the calculated results from the Probabilistic Seismic Hazards Mapping Ground Motion Page from the CGS website.

**TABLE 7.3.3
PROBABILISTIC SITE PARAMETERS FOR SELECTED FAULTS
CALIFORNIA GEOLOGIC SURVEY**

Calculated Acceleration (g) Firm Rock	Calculated Acceleration (g) Soft Rock	Calculated Acceleration (g) Alluvium
0.24	0.26	0.30

7.4 Site Specific Seismic Hazard Analysis

Based on our review of as-graded geotechnical reports, evidence of potentially active or active faulting was not observed during mass grading. Additionally, faulting was not observed during previous geotechnical investigations performed by Geocon Incorporated. In accordance with ASCE 7-05, we performed ground motion hazard analyses utilizing the computer program *EZFRISK* (version 7.62) in conjunction with data from the US Geological Survey National Seismic Hazards Mapping Program (NSHMP ver. 5.10). The Maximum Considered Earthquake ground motion (MCE) having a 2 percent chance of exceedence in 50 years, with a statistical return period of 2,500 years was used in the probabilistic analysis. We calculated peak ground accelerations (PGA) with the maximum rotated components using Boore-Atkinson (2008), Campbell-Bozorgnia (2008), and Chiou-Youngs (2007) acceleration-attenuation relationships in conjunction with the 2008 USGS National Seismic Hazard Maps fault database.

We performed a deterministic analysis by evaluating the ground motions generated by maximum earthquakes on each of the active faults within a 50 mile radius of the site, modeling the soil underlying the site as a Site Class C as defined by Table 1613.5.2 of the 2010 CBC. The deterministic analysis used the 84th percentile of the maximum rotated component using the methodology described in the 2009 NEHRP Recommended Seismic Provisions. The effect of near source directivity (Somerville 1997 and Abrahamson 2000) was also considered in the analysis based on the site proximity to the Newport-Inglewood Fault. Using this methodology, the maximum earthquake resulting in the highest peak horizontal accelerations at the site would be a magnitude 7.5 event occurring on the Newport-Inglewood Fault.

The 84th percentile of the maximum ground motion acceleration was compared to the deterministic lower limit acceleration, the maximum of which was then compared to the results of the probabilistic analysis, which used the maximum rotated component of ground motion.

The lesser of the probabilistic and maximum deterministic ground motions is termed as the Site Specific MCE, of which $\frac{2}{3}$ of this MCE is considered the Site Specific Design Spectral Response Acceleration (provided the results are not less than 80 percent of the General Response Spectrum generated by the NSHMP). Graphical representations of the analyses, including probabilistic and deterministic spectrum are presented on Figures 7, 8, and 9. The final site-specific design response spectral accelerations are presented graphically on Figure 8 and in tabular form on Figure 9.

While listing peak accelerations is useful for comparison of potential effects of fault activity in a region, other considerations are important in seismic design, including the frequency and duration of motion and the soil conditions underlying the site. Seismic design of the structures should be evaluated in accordance with the currently adopted California Building Code (CBC) guidelines.

The site could be subjected to moderate to severe ground shaking in the event of a major earthquake on the faults referenced herein or other faults in Southern California.

7.5 Liquefaction

Liquefaction typically occurs when a site is located in a zone with seismic activity, onsite soils are cohesionless or silt/clay with low plasticity, groundwater is encountered within 50 feet of the surface, and soil densities are less than about 70 percent of the maximum dry densities. If the four previous criteria are met, a seismic event could result in a rapid-pore water pressure increase from the earthquake-generated ground accelerations. Due to the lack of a near-surface groundwater table and the dense nature of the underlying compacted fill and formational rock materials, the potential for liquefaction at the site is considered very low.

7.6 Tsunamis and Seiches

A tsunami is a series of long-period waves generated in the ocean by a sudden displacement of large volumes of water. Causes of tsunamis include underwater earthquakes, volcanic eruptions, or offshore slope failures. The first order driving force for locally generated tsunamis offshore in southern California is expected to be tectonic deformation from large earthquakes (Legg, *et al.*, 2002). Wave heights and run-up elevations from tsunamis along the San Diego Coast have historically fallen within the normal range of the tides. The site is located approximately 11½ miles from the Pacific Ocean at an elevation of approximately 655 feet above Mean Sea Level. Therefore, the risk of tsunamis affecting the site is considered very low.

Seiches are caused by the movement of an inland body of water due to seismic forces. The site is located approximately 2 miles south of Lake Hodges and is approximately 340 feet above the lake water level and is not downstream of the drainage path. Therefore, the potential for seiches to affect the site is considered very low.

7.7 Landslides

Based on our review of the referenced geologic materials and our previous investigations on the property, landslide deposits have been mapped on the property. However, the landslides have been mitigated using conventional grading practices (i.e. buttresses, stability fills, complete removal). Landslides left in-place on the property have been stabilized with a buttress fill and are located outside the area of the proposed new improvements. Landslide hazard to proposed improvements is considered low.

7.8 Subsidence and Seismic Settlement

Based on the subsurface conditions encountered during our field investigation, we do not expect the site would be subject to hazards from ground subsidence or seismic settlement.

7.9 Flooding

Based on existing topography, the site is not located within an alluvial drainage or floodplain; therefore, the potential for flooding is negligible as long as proper surface drainage is maintained.

7.10 Expansive Soil

Based on the recent and previous laboratory testing performed at the site, the upper portion of compacted fill placed within the existing building pads, flatwork and parking lot areas exhibits a “low” to “medium” expansion potential (Expansion Index of 90 or less). The formational materials and other compacted fill materials present on site have exhibited varying expansion potential ranging from “low” to “high” (Expansion Index between 20 and 130).

7.11 Geologic Hazard Category

The 2008 City of San Diego Seismic Safety Study Map Sheet 47 categorizes the site as Geologic Hazard Categories 12, 23, 24, 27, 52 and 53. Under *Fault Zones*, Category 12 is defined as *Potentially active, inactive, presumed inactive or activity unknown*; under *Slide-Prone Formations*, Category 23 is defined as *Friars: neutral or favorable geologic structure*; Category 24 is defined as *Friars: unfavorable geologic structure*; Category 27 is defined as *Otay, Sweetwater and others*; under *Other Terrain*, Category 52 is defined as *Other level areas, gently sloping to steep terrain, favorable geologic structure, low risk*; and Category 53 is defined as *Level or sloping terrain, unfavorable geologic structure, low to moderate*.

The inactive fault (Hazard Category 12), mapped in the northern portion of the site has presumably only displaced the Santiago Peak Volcanics and the trace and trend of the fault does not cross any structure or proposed structure. Categories 23 and 24 within the Slide Prone Formations (Friars Formation) has been addressed and mitigated during the mass grading operations. Category 27 represents the Stadium Conglomerate which is exposed topographically above any proposed site improvements. Category 52 is located under the previously placed fill soils and covers the area underlain by the Santiago Peak Volcanics exposed which is a “low risk” formation. Category 53 is located topographically above any proposed site improvements. In our opinion, with the implementation of the recommendations provided in this report, the site should have an overall low geologic risk.

8. SIOPE STABILITY EVALUATION

Cut slopes in rock materials (Santiago Peak Volcanics) do not lend themselves to conventional slope stability analyses. Based on experience with similar rock conditions, 2:1 cut slopes to the planned heights of up to 70 feet should possess a factor of safety of at least 1.5 with respect to slope instability, if free of adversely oriented joints or fractures. All cut slope excavations should be observed during grading by an engineering geologist to check that soil and geologic conditions do not differ significantly from those anticipated. In the event that adverse conditions are observed, stabilization recommendations can be provided. However, in order to satisfy CDMG Note 48 requirements, slope stability analyses were performed considering a 2:1 (horizontal:vertical), 70-high cut slope founded in metavolcanic rock. The analysis utilized the computer software program *GeoStudio 2007* to provide appropriate design recommendations to achieve a factor of safety of at least 1.5 against deep-seated failure. A summary of the static slope stability analysis performed is shown on Table 8.1.

TABLE 8.1
STATIC SLOPE STABILITY SUMMARY

Section	Figure Number	Condition Analyzed	Factor Of Safety
A-A'	D-1	Circular Failure	3.8

In accordance with CDMG Note 48 and using Special Publication 117 guidelines, seismic slope stability analyses were performed in accordance with *Recommended Procedures for Implementation of DMG Special Publication 117: Guidelines for Analyzing and Mitigating Landslide Hazards in California*, prepared by the Southern California Earthquake Center (SCEC), dated June 2002.

The seismic slope stability analysis was performed using the unweighted acceleration of 0.22g, corresponding to a 10 percent probability of exceedence in 50 years. In addition, a deaggregation analysis was performed on the 0.22g value for the site using the 2008 USGS interactive deaggregations website. A modal magnitude and modal distance of 7.59 and 36.1 kilometers, respectively, was used in the analysis and a plot of the hazard contribution is shown in Appendix D, Figure D-3.

Using the parameters discussed herein, an equivalent site acceleration, k_{EQ} , of 0.15g was calculated to perform the seismic slope stability analysis. The screening analysis was performed using an acceleration of 0.15g resulting in a factor of safety above 1.0. Table 8.2 presents a summary of the seismic slope stability screening evaluation. A slope is considered acceptable by the screening analysis if the calculated factor of safety is greater than 1.0 using k_{EQ} ; therefore, the most critical

failure surface depicted for the cut slope analyzed passed the screening analysis for the seismic slope stability.

TABLE 8.2
SEISMIC SLOPE STABILITY SCREENING EVALUATION (KEQ = 0.15G)

Section	Figure Number	Condition Analyzed	Factor Of Safety	Pass/Fail
A-A'	D-2	Circular Failure	2.3	Pass

The site geology, results of the subsurface investigation, observation and testing during site mass grading, laboratory testing performed during mass grading and for this study, and proposed topography were considered in the stability analyses.

Laboratory tests were performed on relatively undisturbed and bulk samples of the prevailing soil and geologic units and the results are presented in Appendix B. Table 8.3 presents the soil strength parameters that were utilized in the slope stability analyses.

TABLE 8.3
SOIL STRENGTH PARAMETERS

Soil Condition	Angle of Internal Friction ϕ (degrees)	Cohesion c (psf)
Compacted Fill	30	200
Santiago Peak Volcanics	40	1,000

The output files and calculated factor of safety for the 70-foot high, 2:1 cut slope is presented in Appendix D.

9. CONCLUSIONS AND RECOMMENDATIONS

9.1 General

- 9.1.1 It is our opinion that no soil or geologic conditions were encountered during the investigation that would preclude the construction of the proposed improvements as described herein provided the recommendations of this report are followed.
- 9.1.2 Based on our review of published geologic maps and geologic hazards studies, the subject site should not be affected by geologic hazards including fault rupture, landslides, liquefaction, tsunamis, seiches, and ground subsidence. The site is subject to moderate ground shaking from earthquakes within the Southern California or Northern Baja California region, however, the seismic risk is comparable to that of the surrounding area.
- 9.1.3 Excavations during grading for the secondary access road and any other improvements that extend into the Santiago Peak Volcanics should anticipate excavation difficulties and blasting for deeper excavations. The potential for these conditions should be taken into consideration when determining the type of equipment to utilize for future excavation operations.
- 9.1.4 Due to the absence of large areas of available fill volume, it is likely that the oversize material generated from excavations in the rock will need to be exported. Consideration for increasing the cut slope ratio from 2:1 (horizontal:vertical) to 1.5:1 to reduce the rock volume and oversize material can be contemplated.
- 9.1.5 Where rock may be present at or near the existing ground surface, consideration should be given to undercutting areas such as utility corridors and future foundations zones to facilitate trenching operations and to provide suitable backfill material.
- 9.1.6 The proposed improvements can be supported on conventional shallow foundations founded in properly compacted fill.

9.2 Excavation and Soil Characteristics

- 9.2.1 Soils encountered during our investigation and mass grading are considered to be “expansive” (expansion index [EI] of greater than 20) as defined by 2010 California Building Code (CBC) Section 1803.5.3. Table 9.2 presents soil classifications based on the expansion index. Based on our review of the referenced as-graded reports and laboratory testing, the soil placed during grading exhibits a “medium” expansion potential (Expansion

Index of 90 or less). The underlying Friars Formation has exhibited a “very low” to “high” expansion potential (expansion index less than 130).

TABLE 9.2
SOIL CLASSIFICATION BASED ON EXPANSION INDEX

Expansion Index (EI)	Soil Classification
0 – 20	Very Low
21 – 50	Low
51 – 90	Medium
91 – 130	High
Greater Than 130	Very High

- 9.2.2 We performed laboratory tests on samples of the site materials to evaluate the percentage of water-soluble sulfate content. Results from the laboratory water-soluble sulfate content testing are presented in Appendix B and indicate that the on-site materials at the location tested possess “negligible” sulfate exposure to concrete structures as defined by 2010 CBC Section 1904.3 and ACI 318-08 Section 4.2 and 4.3. The presence of water-soluble sulfates is not a visually discernible characteristic; therefore, other soil samples from the site could yield different concentrations. Additionally, over time landscaping activities (i.e., addition of fertilizers and other soil nutrients) may affect the concentration.
- 9.2.3 We performed water-soluble chloride ion content, potential of hydrogen (pH), and resistivity laboratory tests on soil samples to check the corrosion potential to metal structures and improvements in contact with soil. A soil is considered corrosive if the chloride concentration is 500 part per million (ppm) or greater, sulfate concentration is 2,000 ppm or greater, the pH is 5.5 or less, and the minimum resistivity is less than 2,000 ohm-cm according to Caltrans *Corrosion Guidelines*, dated September 2003 for buried metals. The chloride ion content, pH, and resistivity laboratory test results are presented in Appendix B.
- 9.2.4 Geocon Incorporated does not practice in the field of corrosion engineering. Therefore, further evaluation by a corrosion engineer may be performed if improvements that could be susceptible to corrosion are planned.
- 9.2.5 The compacted fill soils can be excavated with moderate effort using conventional heavy-duty grading equipment. Excavations during grading for the secondary access road and any other improvements that extend into the Santiago Peak Volcanics should anticipate excavation difficulties and blasting for excavations that extend beneath the weathered

mantel. Oversize material (likely generated from the formational units on site) may have been placed during previous grading operations.

- 9.2.6 It is the responsibility of the contractor to ensure that all excavations and trenches are properly shored and maintained in accordance with applicable OSHA rules and regulations in order to maintain safety and maintain the stability of adjacent existing improvements.

9.3 Seismic Design Criteria

- 9.3.1 Table 9.3 summarizes site-specific design criteria obtained from the 2010 California Building Code (CBC; Based on the 2009 International Building Code [IBC]), Chapter 16 Structural Design, Section 1613 Earthquake Loads. The values were derived using the computer program *Seismic Hazard Curves and Uniform Hazard Response Spectra*, provided by the USGS. The short spectral response uses a period of 0.2 second. The site can be designed using Site Class C according to 2010 CBC Section 1613A.5.2 and 1613A.5.5.

**TABLE 9.3
CBC SEISMIC DESIGN PARAMETERS**

Parameter	Value	2010 CBC Reference
Site Class	C	Table 1613.5.2
Spectral Response – Class B (short), S_s	1.023g	Figure 1613.5(3)
Spectral Response – Class B (1 sec), S_1	0.372g	Figure 1613.5(4)
Site Coefficient, F_a	1.000	Table 1613.5.3(1)
Site Coefficient, F_v	1.428	Table 1613.5.3(2)
Maximum Considered Earthquake Spectral Response Acceleration (short), S_{MS}	1.023g	Section 1613.5.3 (Eqn 16-36)
Maximum Considered Earthquake Spectral Response Acceleration – (1 sec), S_{M1}	0.531g	Section 1613.5.3 (Eqn 16-37)
5% Damped Design Spectral Response Acceleration (short), S_{DS}	0.682g	Section 1613.5.4 (Eqn 16-38)
5% Damped Design Spectral Response Acceleration (1 sec), S_{D1}	0.354g	Section 1613.5.4 (Eqn 16-39)

- 9.3.2 Conformance to the criteria in Table 9.3 for seismic design does not constitute any kind of guarantee or assurance that significant structural damage or ground failure will not occur if a large earthquake occurs. The primary goal of seismic design is to protect life, not to avoid all damage, since such design may be economically prohibitive.

9.4 Site Modified Seismic Design Criteria

- 9.4.1 We performed ground motion hazard analyses utilizing the computer program *EZ-FRISK* (Version 7.62) in conjunction with data from the US Geological Survey National Seismic Hazards Mapping Program (NSHMP ver. 5.1.0). We used the Maximum Considered Earthquake ground motion (MCE) having a 2 percent chance of exceedence in 50 years, with a statistical return period of 2,500 years in the probabilistic analysis. We used attenuation relationships of Boore-Atkinson (2008) USGS 2008 MRC, Campbell-Bozorgnia (2008) USGS 2008 MRC, and Chiou-Youngs (2007) USGS 2008 MRC in the analyses.
- 9.4.2 We performed a deterministic analysis, assumed to attenuate to the site per the same NGA's as the probabilistic method, by evaluating the ground motions generated by maximum earthquakes on each of the active faults within a 50 mile radius of the site, modeling the soil underlying the site as a Site Class C as defined by Table 1613.5.2 of the 2010 CBC. The deterministic analysis used the 84th percentile of the maximum rotated component using the methodology described in the 2009 NEHRP Recommended Seismic Provisions. Using this methodology, the maximum earthquake resulting in the highest peak horizontal accelerations at the site would be a magnitude 7.5 event occurring on the Newport-Inglewood/Rose Canyon Fault.
- 9.4.3 The 84th percentile of the maximum ground motion acceleration was compared to the deterministic lower limit acceleration, the maximum of which was then compared to the results of the probabilistic analysis, which used the maximum rotated component of ground motion.
- 9.4.4 The lesser of the probabilistic and maximum deterministic ground motions is termed as the Site Specific MCE, of which $\frac{2}{3}$ of this MCE is considered the Site Specific Design Spectral Response Acceleration (provided the results are not less than 80 percent of the General Response Spectrum generated by the NSHMP). Graphical representations of the analyses, including probabilistic and deterministic spectrum are presented on Figures 7 and 8. The final site-specific design response spectral acceleration is presented graphically on Figure 8. The results of the analysis are presented in tabular form on Figure 9.
- 9.4.5 The Modified Seismic Design Parameters using the information from the site-specific seismic analyses is presented on Table 9.4.

TABLE 9.4
MODIFIED SEISMIC DESIGN PARAMETERS

Parameter	Modified Seismic Value
Maximum Considered Earthquake Spectral Response Acceleration (short), S_{MS}	1.055g
Maximum Considered Earthquake Spectral Response Acceleration – (1 sec), S_{M1}	0.576g
5% Damped Design Spectral Response Acceleration (short), S_{DS}	0.703g
5% Damped Design Spectral Response Acceleration (1 sec), S_{D1}	0.384g

- 9.4.6 Conformance to the criteria in Table 9.4 for seismic design does not constitute any kind of guarantee or assurance that significant structural damage or ground failure will not occur if a large earthquake occurs. The intent of the code is “Life Safety,” not to completely prevent damage to the structure, since such design may be economically prohibitive.

9.5 Grading

- 9.5.1 Grading should be performed in accordance with the Grading Ordinance of the City of San Diego and the *Recommended Grading Specifications* contained in Appendix E. Where the recommendations of Appendix E conflict with this section of the report, the recommendations of this section take precedence.
- 9.5.2 Prior to commencing grading, a pre-construction conference should be held at the site with the project architect, grading contractor, civil engineer, geotechnical engineer, and inspection officials in attendance. Special soil handling requirements can be discussed at that time.
- 9.5.3 Proposed structural improvement areas and areas to receive fill should be cleared of any deleterious material (i.e. vegetation, asphalt, concrete and debris), if any, prior to commencing grading. Any organic or unsuitable material generated should be exported from the site.
- 9.5.4 In general, soils generated during on-site excavations are suitable for reuse as fill if free of vegetation, debris, and deleterious matter. However, we expect soils within landscape areas to be wet and/or saturated and will require drying and/or mixing with drier soils prior to reuse as fill.

- 9.5.5 Within the proposed new stairwell areas, saturated and/or yielding soil should be removed and replaced with compacted fill. We expect the upper 2 to 3 feet of soil within existing landscaped areas will require removal and replacement. The actual depth of removal required will be determined during grading based on soil conditions exposed. The remedial excavation should extend to at least 5 feet beyond the edge of the new stairwell foundation where practical. Where competent previously placed fill is encountered, no remedial removals are required.
- 9.5.6 In areas outside of landscaping, prior to placing new fill, we recommend the upper 12 inches of compacted fill be scarified, moisture conditioned as necessary, and compacted to at least 90 percent relative compaction at or above optimum moisture content.
- 9.5.7 Care should be taken not to undermine or damage existing building foundations during remedial grading. Remedial excavations adjacent to existing building footings should be sloped at a 1:1 (horizontal:vertical) from the building footing.
- 9.5.8 Prior to placing fill, the base of excavations and surface of previously placed fill should be scarified at least 12 inches, moisture conditioned as necessary, and compacted. Fill soils may then be placed and compacted in layers to the design finish grade elevations. The layers should be no thicker than will allow for adequate bonding and compaction. All fill, including scarified ground surfaces and backfill, should be compacted to at least 90 percent of maximum dry density at or slightly above optimum moisture content, as determined by ASTM D 1557. Overly wet materials will require drying and/or mixing with drier soils to facilitate proper compaction. The upper 12 inches of subgrade in pavement areas should be compacted to 95 percent relative compaction.
- 9.5.9 The upper 3 feet of soil placed within the stairwell pads should have an Expansion Index (EI) less than 90.
- 9.5.10 Import fill, if any, should consist of granular material with a “very low” expansion potential (EI of 50 or less), generally free of deleterious material and rocks larger than 6 inches, and should be compacted as recommended herein. Geocon Incorporated should be notified of the import source and should perform laboratory testing on import soil samples prior to its arrival at the site to evaluate its suitability as fill material.

9.6 Foundation Recommendations

- 9.6.1 The proposed exterior stairwells can be supported on a shallow foundation system bearing on compacted fill. The foundation recommendations herein are based on the assumption

that the prevailing soil within 3 feet of finish grade will possess a “medium” expansion potential (EI of 90 or less).

- 9.6.2 Foundations for the proposed stairwell should consist of continuous strip footings and/or isolated spread footings. Conventional continuous footings should have a minimum embedment depth of 24 inches below lowest adjacent pad grade and should be at least 12 inches wide. Reinforcement should consist of four, No. 5 steel reinforcing bars, two placed near the top of the footing and two near the bottom. Isolated spread footings should be at least 2 feet square and founded at least 24 inches below lowest adjacent pad grade. The project structural engineer should design reinforcement for spread footings.
- 9.6.3 Footings proportioned as recommended above may be designed for an allowable soil bearing pressure of 2,000 pounds per square foot (dead plus live loads). The allowable bearing pressure may be increased by one-third for transient loads due to wind or seismic forces.
- 9.6.4 Footings should not be located within 7 feet of the tops of slopes. Footings that must be located within this zone should be extended in depth such that the outer bottom edge of the footing is at least 7 feet horizontally from the face of the finished slope.
- 9.6.5 The use of isolated footings, which are located beyond the perimeter of the building and support structural elements connected to the building, is not recommended. Where this condition cannot be avoided, the isolated footings should be connected to the building foundation system with grade beams.
- 9.6.6 We estimate the total and differential settlement due to footing loads conforming to the recommended allowable soil bearing pressures is approximately ¾-inch and ½-inch, respectively.
- 9.6.7 Special subgrade presaturation (i.e., flooding to saturate soils to foundation depths to mitigate highly expansive soils) is not deemed necessary prior to placement of concrete. However, the slab and foundation subgrade should be moisturized as necessary to maintain a moist condition as would be expected in any concrete placement.
- 9.6.8 Foundation excavations should be observed by the geotechnical engineer (a representative of Geocon Incorporated) prior to the placement of reinforcing steel and concrete to check that the exposed soil conditions are consistent with those expected and have been extended to appropriate bearing strata. If unexpected soil conditions are encountered, foundation modifications may be required.

9.7 Concrete Slabs-on-Grade

- 9.7.1 Conventional concrete slabs-on-grade should be at least 5 inches thick and reinforced with No. 3 steel reinforcing bars spaced 18 inches on center in both horizontal directions at the slab midpoint. The concrete slab-on-grade recommendations are based on soil support characteristics only. The project structural engineer should evaluate the structural requirements of the concrete slabs for supporting planned loading. Thicker concrete slabs may be required for heavier loads.
- 9.7.2 Slabs that may receive moisture-sensitive floor coverings or may be used to store moisture-sensitive materials should be underlain by a vapor retarder. The vapor retarder design should be consistent with the guidelines presented in the American Concrete Institute's (ACI) *Guide for Concrete Slabs that Receive Moisture-Sensitive Flooring Materials* (ACI 302.2R-06). In addition, the membrane should be installed in accordance with manufacturer's recommendations and ASTM requirements and installed in a manner that prevents puncture. The vapor retarder used should be specified by the project architect or developer based on the type of floor covering that will be installed and if the structure will possess a humidity-controlled environment.
- 9.7.3 The project foundation engineer or architect should determine the bedding sand thickness. Placement of 3 to 4 inches of sand or base material is common practice for this area. However, Geocon Incorporated should be contacted to provide recommendations if the bedding sand is thicker than 6 inches. If aggregate base material is used, the vapor retarder material will need be able to resist puncture from the angular gravel. The foundation design engineer should provide appropriate concrete mix design criteria and curing measures to assure proper curing of the slab by reducing the potential for rapid moisture loss and subsequent cracking and/or slab curl. We suggest that the foundation design engineer present the concrete mix design and proper curing methods on the foundation plans. It is critical that the foundation contractor understands and follows the recommendations presented on the foundation plans.
- 9.7.4 The foundation and slab-on-grade dimensions and minimum reinforcement recommendations are based upon soil conditions only and are not intended to be used in lieu of those required for structural purposes.
- 9.7.5 Exterior concrete slabs not subjected to vehicle loads should be at least 4 inches thick and reinforced with 6 x 6 - 6/6 welded wire mesh or No. 3 steel reinforcing bars spaced 18 inches on center in both directions. The steel should be placed in the middle of the slab. Proper steel positioning is critical to future performance of the slabs. The contractor should take extra care to provide proper steel placement. Prior to construction of concrete slabs,

the subgrade should be moisture conditioned to optimum moisture content or above optimum moisture content and compacted to a dry density at least 90 percent of the laboratory maximum dry density.

9.7.6 Concrete slabs should be provided with adequate construction joints and/or expansion joints to control unsightly shrinkage cracking. The spacing should be determined by the project structural engineer based upon the intended slab usage, type and extent of floor-covering materials, thickness, and reinforcement. The structural engineer should take into consideration criteria of the American Concrete Institute (ACI) when establishing crack-control spacing patterns.

9.7.7 Where buildings or other improvements are planned near the top of a slope steeper than 3:1 (horizontal:vertical), special foundations and/or design considerations are recommended due to the tendency for lateral soil movement to occur.

- For fill slopes less than 20 feet high or cut slopes regardless of height, building footings should be deepened such that the bottom outside edge of the footing is at least 7 feet horizontally from the face of the slope.
- When located next to a descending 3:1 (horizontal:vertical) fill slope or steeper, the foundations should be extended to a depth where the minimum horizontal distance is equal to $H/3$ (where H equals the vertical distance from the top of the fill slope to the base of the fill soil) with a minimum of 7 feet but need not exceed 40 feet. The horizontal distance is measured from the outer, deepest edge of the footing to the face of the slope. An acceptable alternative to deepening the footings would be the use of a post-tensioned slab and foundation system or increased footing and slab reinforcement. Specific design parameters or recommendations for either of these alternatives can be provided once the building location and fill slope geometry have been determined.
- If swimming pools are planned, Geocon Incorporated should be contacted for a review of specific site conditions.
- Swimming pools located within 7 feet of the top of cut or fill slopes are not recommended. Where such a condition cannot be avoided, the portion of the swimming pool wall within 7 feet of the slope face be designed assuming that the adjacent soil provides no lateral support. This recommendation applies to fill slopes up to 30 feet in height, and cut slopes regardless of height. For swimming pools located near the top of fill slopes greater than 30 feet in height, additional recommendations may be required and Geocon Incorporated should be contacted for a review of specific site conditions.
- Although other improvements, which are relatively rigid or brittle, such as concrete flatwork or masonry walls, may experience some distress if located near the top of a slope, it is generally not economical to mitigate this potential. It may be possible, however, to incorporate design measures that would permit some lateral soil

movement without causing extensive distress. Geocon Incorporated should be consulted for specific recommendations.

- 9.7.8 The recommendations of this report are intended to reduce the potential for cracking of slabs due to expansive soils (if present) and differential settlement of fill soil. However, even with the incorporation of the recommendations presented herein, foundations and slabs-on-grade placed on such conditions may still exhibit cracking. The occurrence of concrete shrinkage cracks is independent of the supporting soil characteristics. Their occurrence may be reduced and/or controlled by limiting the slump of the concrete, proper concrete placement and curing, and the placement of crack-control joints at proper locations, particularly where re-entrant slab corners occur.
- 9.7.9 Geocon Incorporated should be consulted to provide additional design parameters as required by the structural engineer.

9.8 Preliminary Pavement Recommendations

- 9.8.1 Preliminary pavement recommendations for the secondary access road are provided below. The final pavement design section should be determined subsequent to grading based on the R-Value of the subgrade soil encountered at final subgrade elevation. For preliminary design, we have assumed an R-Value of 17. Preliminary flexible pavement sections are presented in Table 9.8.1 for varying Traffic Indices (TIs). The project civil or traffic engineer should determine the appropriate traffic index based on planned traffic loads and volumes.

**TABLE 9.8.1
PRELIMINARY FLEXIBLE PAVEMENT SECTION**

Traffic Index	Assumed Subgrade R-Value	Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)
5	17	3	8
5.5	17	3	9.5
6	17	4	9
6.5	17	4	11
7	17	4	12.5
7.5	17	5	12.5
8	17	5	14

- 9.8.2 Class 2 aggregate base should conform to Section 26-1.02B of the *Standard Specifications for the State of California Department of Transportation (Caltrans)* and should be

compacted to a dry density of at least 95 percent of the maximum dry density at near optimum moisture content as determined by ASTM D 1557. Asphalt concrete should conform to Section 203-6 of the *Standard Specifications for Public Works Construction (Green Book)*. Asphalt concrete should be compacted to at least 95 percent of the laboratory Hveem density as determined by ASTM D 2726.

- 9.8.3 Prior to placing base, pavement subgrade soils should be scarified, moisture conditioned as necessary, and recompact to a dry density of at least 95 percent of the laboratory maximum dry density near to slightly above optimum moisture content as determined by ASTM D1557. The depth of processing should be at least 12 inches.
- 9.8.4 The performance of pavement is highly dependent on providing positive surface drainage away from the edge of the pavement. Ponding of water on or adjacent to the pavement will likely result in pavement distress and subgrade failure. Drainage from landscaped areas should be directed to controlled drainage structures. Landscape areas adjacent to the edge of asphalt pavements are not recommended due to the potential for surface or irrigation water to infiltrate the underlying permeable aggregate base and cause distress. Where such a condition cannot be avoided, consideration should be given to incorporating measures that will significantly reduce the potential for subsurface water migration into the aggregate base. If planter islands are planned, the perimeter curb should extend at least 6 inches below the level of the base materials.

9.9 Conventional Retaining Walls

- 9.9.1 Retaining walls that are allowed to rotate more than $0.001H$ (where H equals the height of the retaining portion of the wall in feet) at the top of the wall and having a level backfill surface should be designed for an active soil pressure equivalent to the pressure exerted by a fluid having a density of 35 pounds per cubic foot (pcf). Where the backfill will be inclined at no steeper than 2:1 (horizontal:vertical), an active soil pressure of 50 pcf is recommended. These soil pressures assume that the backfill materials within an area bounded by the wall and a 1:1 plane extending upward from the base of the wall are sandy soils with suitable shear characteristics and an EI of 50 or less. Select import material may be required to conform to this criterion. Expansive soils should not be used for wall backfill. Laboratory tests should be performed on soils to be used as wall backfill to assess their suitability for use.
- 9.9.2 Soil contemplated for use as retaining wall backfill, including import materials, should be identified in the field prior to backfill. At that time Geocon Incorporated should obtain samples for laboratory testing to evaluate its suitability. Modified lateral earth pressures may be necessary if the backfill soil does not meet the required expansion index or shear

strength. City or regional standard wall designs, if used, are based on a specific active lateral earth pressure and/or soil friction angle. In this regard, on-site soil to be used as backfill may or may not meet the values for standard wall designs. Geocon Incorporated should be consulted to assess the suitability of the on-site soil for use as wall backfill if standard wall designs will be used.

- 9.9.3 Where walls are restrained from movement at the top and are 8 feet or less in height, an additional uniform pressure of $7H$ psf should be added to the above active soil pressure. Where the wall height exceeds 8 feet, the additional uniform pressure should be increased to $14H$ psf. For retaining walls subject to vehicular loads within a horizontal distance equal to two-thirds the wall height, a surcharge equivalent to 2 foot of fill soil should be added (unit weight 130 pcf) for surcharge loading.
- 9.9.4 Retaining walls founded on compacted fill can be designed for an allowable bearing pressure of 2,000 psf for a 12-inch wide and 12-inch deep footing. The allowable soil bearing pressure can be increased by 300 psf and 500 psf for each additional foot of foundation width and depth, respectively, up to a maximum allowable soil bearing of 4,000 psf. These values can be increased by $1/3$ for seismic loading. Settlement of walls imposing the maximum allowable bearing pressure is not expected to exceed 1 inch.
- 9.9.5 The structural engineer should determine the seismic design category for the project and if retaining walls need to incorporate seismic lateral loads. A seismic load of $16H$ should be used for design. The seismic load is dependent on the retained height where H is the height of the wall, in feet, and the calculated loads result in pounds per square foot (psf) exerted at the base of the wall and zero at top of the wall. We used a horizontal peak ground acceleration of 0.28g calculated using $S_{DS}/2.5$ USGS and applying a pseudo-static coefficient of 0.33.
- 9.9.6 Retaining walls should be provided with a drainage system adequate to prevent the buildup of hydrostatic forces and waterproofed as required by the project architect. The soil immediately adjacent to the backfilled retaining wall should be composed of free draining material completely wrapped in Mirafi 140 (or equivalent) filter fabric for a lateral distance of 1 foot for the bottom two-thirds of the height of the retaining wall. The upper one-third should be backfilled with less permeable compacted fill to reduce water infiltration. The use of drainage openings through the base of the wall (weep holes) is not recommended where the seepage could be a nuisance or otherwise adversely affect the property adjacent to the base of the wall. The recommendations herein assume a properly compacted granular (EI of 50 or less) free-draining backfill material with no hydrostatic forces or imposed surcharge load. Figure 10 presents a typical retaining wall drain detail. If conditions

different than those described are expected or if specific drainage details are desired, Geocon Incorporated should be contacted for additional recommendations.

- 9.9.7 The proximity of the foundation to the top of a slope steeper than 3:1 could impact the allowable soil bearing pressure. Therefore, retaining wall foundations should be deepened such that the bottom outside edge of the footing is at least 7 feet horizontally from the face of the slope.
- 9.9.8 The recommendations presented herein are generally applicable to the design of rigid concrete or masonry retaining walls having a maximum height of 10 feet. In the event that walls higher than 10 feet or other types of walls (such as crib-type walls) are planned, Geocon Incorporated should be consulted for additional recommendations.
- 9.9.9 Unrestrained walls will move laterally when backfilled and loading is applied. The amount of lateral deflection is dependent on the wall height, the type of soil used for backfill, and loads acting on the wall. The retaining walls and improvements above the retaining walls should be designed to incorporate an appropriate amount of lateral deflection as determined by the structural engineer.

9.10 Lateral Passive Resistance

- 9.10.1 Resistance to lateral loads will be provided by friction along the base of the wall foundation or by passive earth pressure against the side of the footing. Allowable coefficients of friction of 0.3 are recommended for footings in compacted fill. Passive earth pressure may be taken as 150 pcf for walls founded on a 2:1 slope, and 300 pcf for horizontal ground in front of the wall. The allowable passive pressure assumes a horizontal surface extending at least 5 feet, or three times the surface generating the passive pressure, whichever is greater. The upper 12 inches of material in areas not protected by floor slabs or pavement should not be included in design for passive resistance.

9.11 Bio-Retention Basin and Bio-Swale Recommendations

- 9.11.1 The site is underlain by compacted fill that is generally composed of silty and sandy clay. Based on our experience with the on-site soils and infiltration testing, the compacted fill has low permeability and generally low infiltration characteristics. It is our opinion the compacted fill is unsuitable for infiltration of storm water runoff. Infiltration tests performed for this study are provided in Appendix A and indicate field saturated hydraulic conductivity of 0.01 to 0.001 inches/hour.

- 9.11.2 Any bio-retention basins, bioswales, and bio-remediation areas should be designed by the project civil engineer and reviewed by Geocon Incorporated. Typically, bioswales consist of a surface layer of vegetation underlain by clean sand. A subdrain should be provided beneath the sand layer. A typical bioswale detail is presented as Figure 11. Prior to discharging into the storm drain pipe or other approved outlet structure, a seepage cutoff wall should be constructed at the interface between the subdrain and storm drainpipe. The concrete cut-off wall should extend at least 6 inches beyond the perimeter of the gravel-packed subdrain system. A typical cut-off wall detail is presented as Figure 12.
- 9.11.3 Distress may be caused to existing or planned improvements and properties located hydrologically down gradient or adjacent to these devices. The distress depends on the amount of water to be detained, its residence time, soil permeability, and other factors. We have performed a hydrogeology study at the site. Down-gradient and adjacent properties may be subjected to seeps, springs, slope instability, raised groundwater, movement of foundations and slabs, or other impacts as a result of water infiltration. Due to site soil and geologic conditions (i.e. compacted fills), permanent bio-retention basins should be lined with an impermeable barrier, such as 15-mil HDPE, to prevent water infiltration into the underlying compacted fill.
- 9.11.4 The landscape architect should be consulted to provide the appropriate plant recommendations if a vegetated swale is to be implemented. If drought resistant plants are not used, irrigation may be required.

9.12 Drainage and Maintenance

- 9.12.1 Adequate site drainage is critical to reduce the potential for differential soil movement, erosion and subsurface seepage. Under no circumstances should water be allowed to pond adjacent to footings. The site should be graded and maintained such that surface drainage is directed away from structures in accordance with 2010 CBC 1803.3 or other applicable standards. In addition, surface drainage should be directed away from the top of slopes into swales or other controlled drainage devices. Roof and pavement drainage should be directed into storm drains and conduits that carry runoff away from the proposed structure.
- 9.12.2 Underground utilities should be leak free. Utility and irrigation lines should be checked periodically for leaks, and detected leaks should be repaired promptly. Detrimental soil movement could occur if water is allowed to infiltrate the soil for prolonged periods of time.

-
- 9.12.3 Landscaping planters adjacent to paved areas are not recommended due to the potential for surface or irrigation water to infiltrate the pavement's subgrade and base course. We recommend that area drains to collect excess irrigation water and transmit it to drainage structures or impervious above-grade planter boxes be used. In addition, where landscaping is planned adjacent to the pavement, we recommend construction of a cutoff wall along the edge of the pavement that extends at least 6 inches below the bottom of the base material.

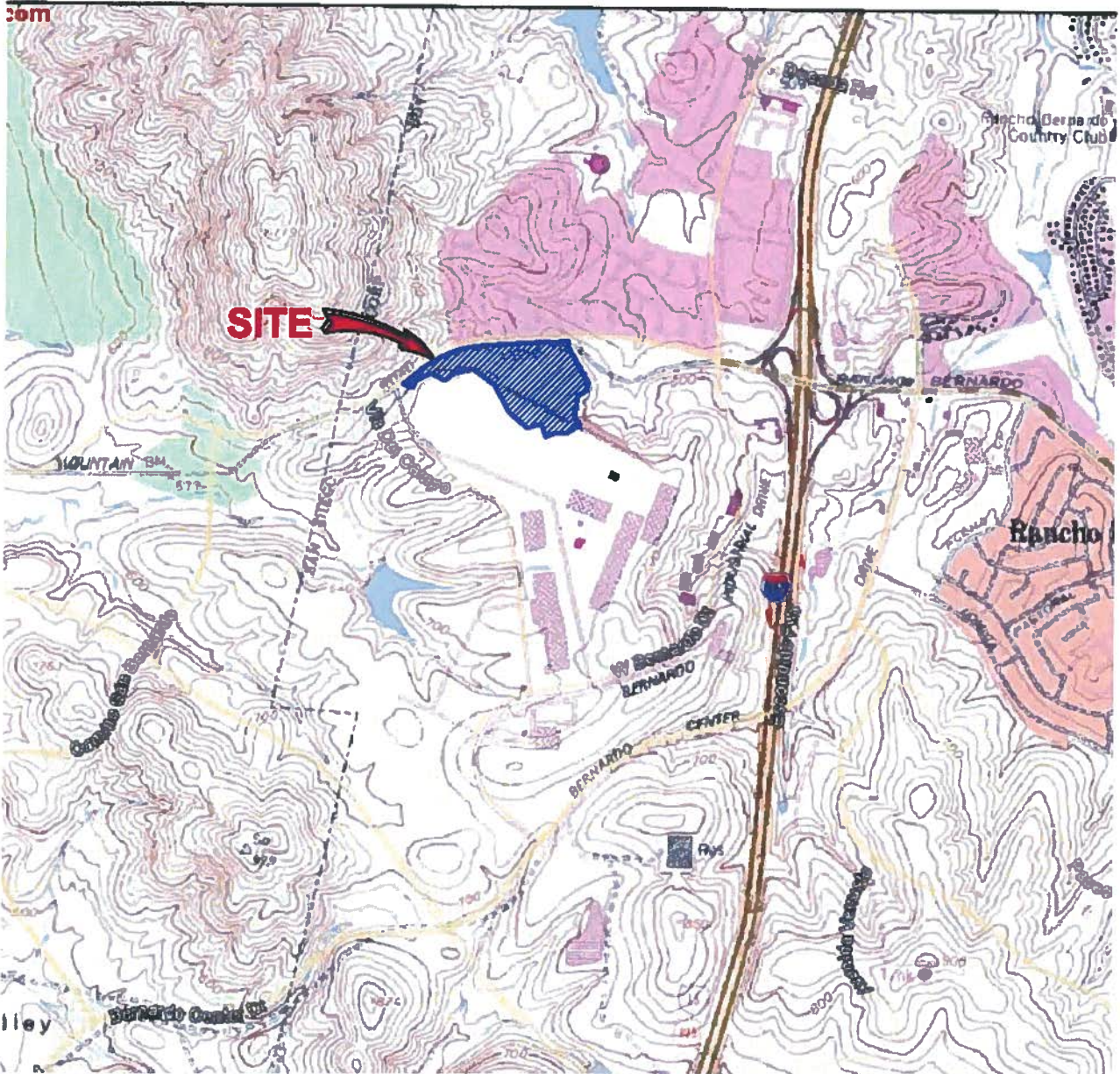
9.13 Grading and Foundation Plan Review

- 9.13.1 Geocon Incorporated should review the final grading and foundation plans for the project prior to final design submittal to evaluate if additional analysis and/or recommendations are required.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The firm that performed the geotechnical investigation for the project should be retained to provide testing and observation services during construction to provide continuity of geotechnical interpretation and to check that the recommendations presented for geotechnical aspects of site development are incorporated during site grading, construction of improvements, and excavation of foundations. If another geotechnical firm is selected to perform the testing and observation services during construction operations, that firm should prepare a letter indicating their intent to assume the responsibilities of project geotechnical engineer of record. A copy of the letter should be provided to the regulatory agency for their records. In addition, that firm should provide revised recommendations concerning the geotechnical aspects of the proposed development, or a written acknowledgement of their concurrence with the recommendations presented in our report. They should also perform additional analyses deemed necessary to assume the role of Geotechnical Engineer of Record.
2. The recommendations of this report pertain only to the site investigated and are based upon the assumption that the soil conditions do not deviate from those disclosed in the investigation. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that anticipated herein, Geocon Incorporated should be notified so that supplemental recommendations can be given. The evaluation or identification of the potential presence of hazardous or corrosive materials was not part of the scope of services provided by Geocon Incorporated.
3. This report is issued with the understanding that it is the responsibility of the owner or his representative to ensure that the information and recommendations contained herein are brought to the attention of the architect and engineer for the project and incorporated into the plans, and the necessary steps are taken to see that the contractor and subcontractors carry out such recommendations in the field.
4. The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether they be due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years.

com



THE GEOGRAPHICAL INFORMATION MADE AVAILABLE FOR DISPLAY WAS PROVIDED BY GOOGLE EARTH, SUBJECT TO A LICENSING AGREEMENT. THE INFORMATION IS FOR ILLUSTRATIVE PURPOSES ONLY; IT IS NOT INTENDED FOR CLIENT'S USE OR RELIANCE AND SHALL NOT BE REPRODUCED BY CLIENT. CLIENT SHALL INDEMNIFY, DEFEND AND HOLD HARMLESS GEOCON FROM ANY LIABILITY INCURRED AS A RESULT OF SUCH USE OR RELIANCE BY CLIENT.



NO SCALE

GEOCON
INCORPORATED



GEOTECHNICAL ■ ENVIRONMENTAL ■ MATERIALS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121 - 2974
PHONE 858 558-6900 - FAX 858 558-6159

TR / AML

DSK/GTYPD

VICINITY MAP

**PALOMAR COLLEGE SOUTH EDUCATION CENTER
SAN DIEGO, CALIFORNIA**

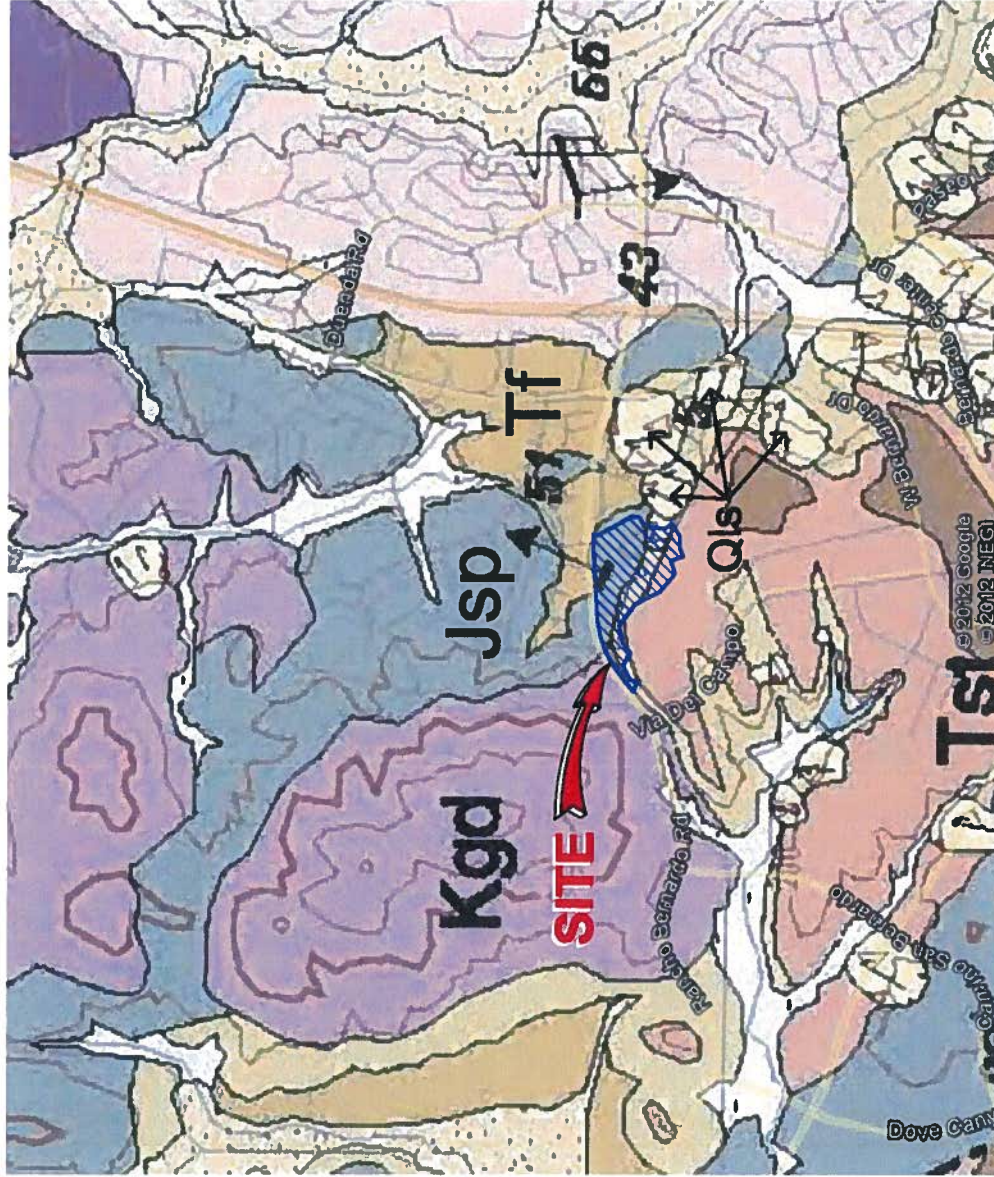
DATE 10 - 24 - 2012

PROJECT NO. 08847 - 42 - 03

FIG. 1

Vicinity Map

PALOMAR COLLEGE SOUTH EDUCATION CENTER
SAN DIEGO, CALIFORNIA



- GEOCON LEGEND**
- Qls.....LANDSLIDE DEBRIS
 - Tst.....STADIUM CONGLOMERATE
 - Tf.....FRUITA FORMATION
 - Jsp.....SANTIAGO PEAK VOLCANICS
 - Kgd.....GRANITIC ROCK



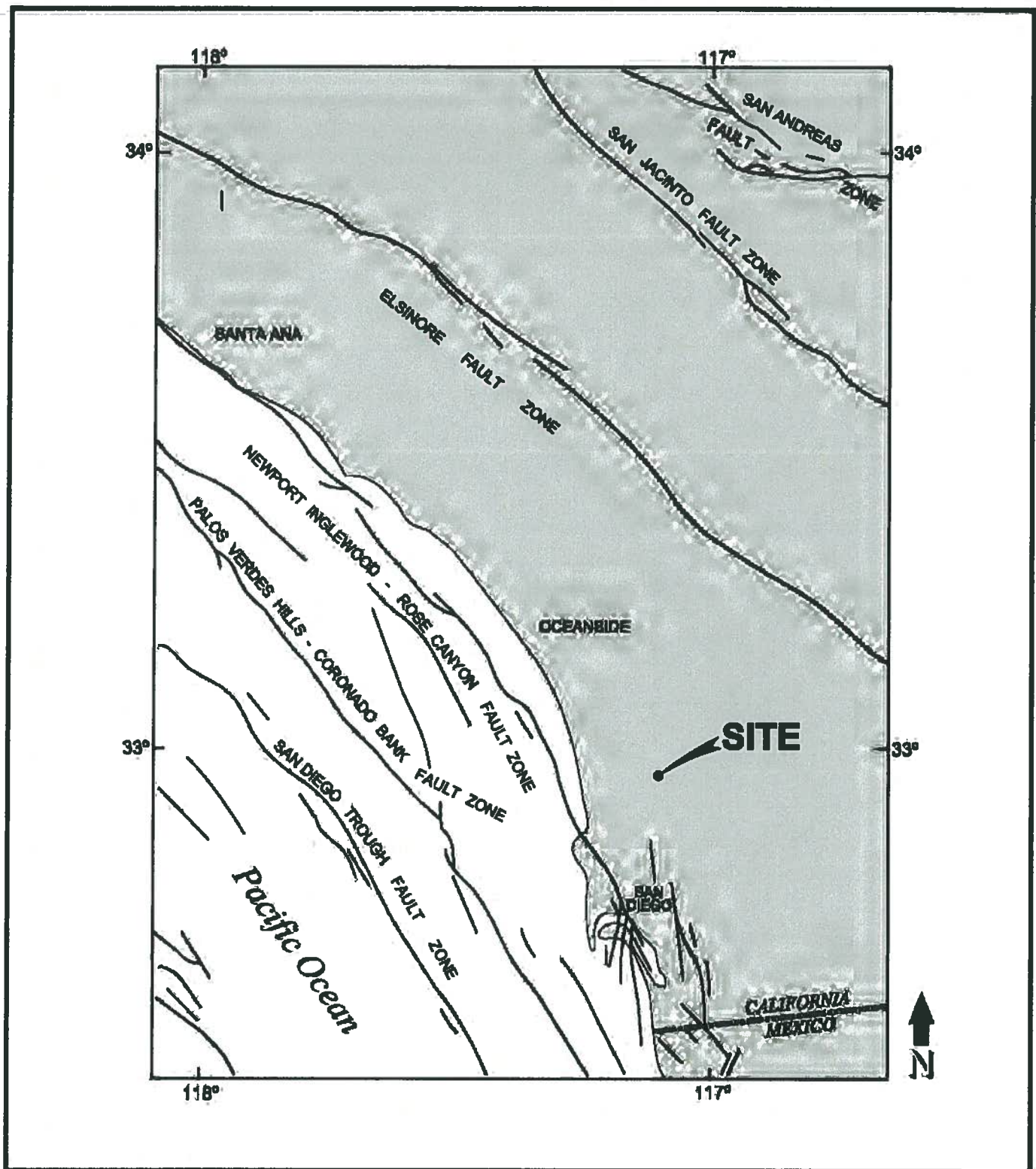
NO SCALE

GEOCON
INCORPORATED

GEOTECHNICAL & ENVIRONMENTAL & MATERIALS
9801 PLANSBERRY - SAN DIEGO, CALIFORNIA 92121-2974
PHONE: 619.594.1455 FAX: 619.594.1456
PROJECT NO. 06647 - 42 - 03

REGIONAL GEOLOGIC MAP DATE 10 - 24 - 2012
FIGURE 4

SOURCE: TAN, S.S. and Kennedy, M.P., 2005, Geologic Map of San Diego 30'x30' Quadrangle, California
U.S. Geological Survey, Department of Earth Sciences, University of California, Riverside



GEOCON
INCORPORATED

GEOTECHNICAL ■ ENVIRONMENTAL ■ MATERIALS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121 - 2974
PHONE 858 558-6900 - FAX 858 558-6159

TR / AML

DSK/GTYPD

REGIONAL FAULT MAP

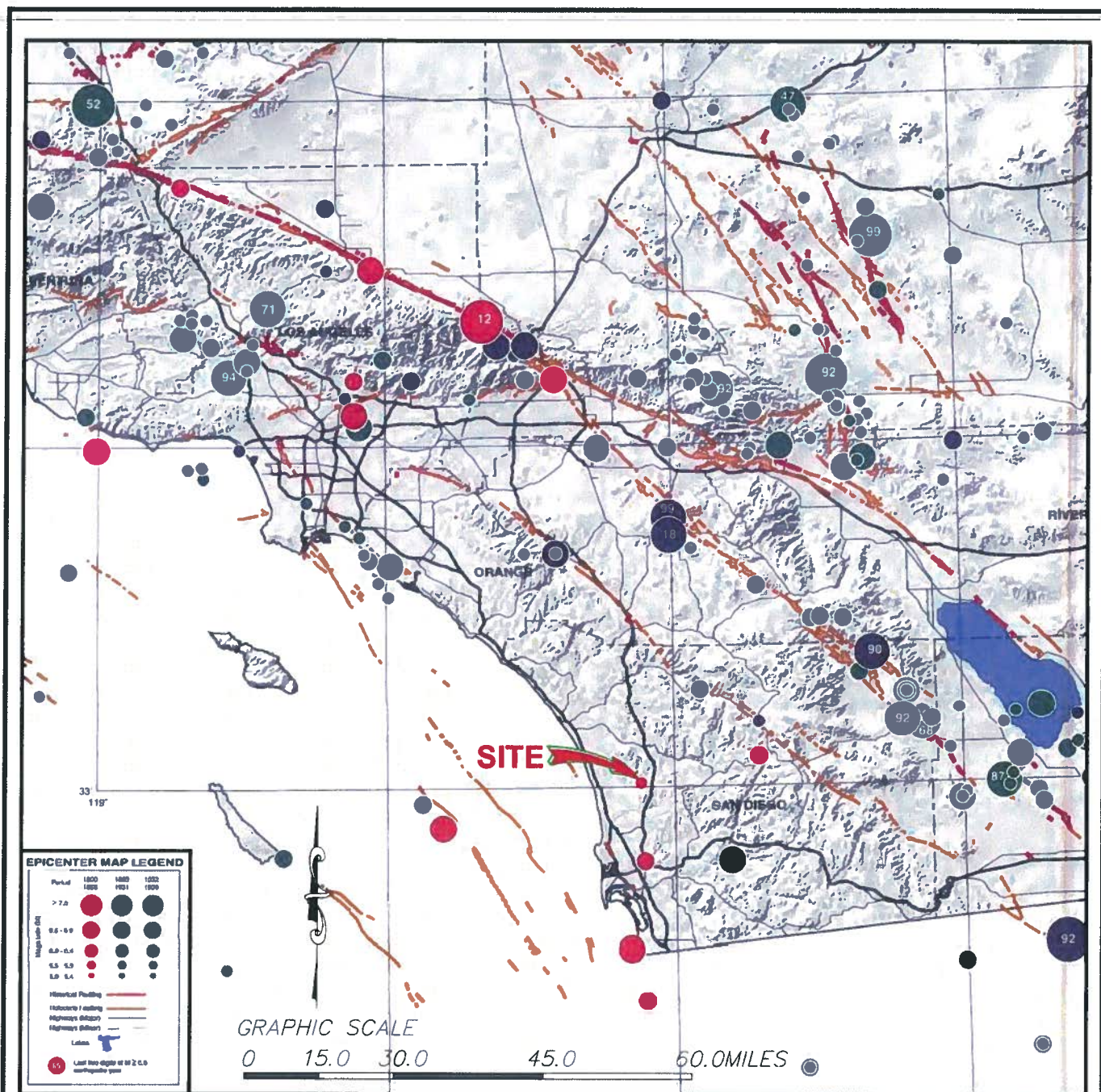
**PALOMAR COLLEGE SOUTH EDUCATION CENTER
SAN DIEGO, CALIFORNIA**

DATE 10 - 24 - 2012 PROJECT NO. 06647 - 42 - 03 FIG. 5

Regional Fault Map

Y:\PROJECTS\06647-42-03\PALOMAR COLLEGE SOUTH EDUCATION CENTER\DETAILS\06647-42-03 Regional Fault Map.dwg

Y:\PROJECTS\06647-42-03\PALOMAR COLLEGE SOUTH EDUCATION CENTER\DETAILS\06647-42-03 Regional Fault Map.dwg 10/22/2013 2:15:23 PM Lutfilluov A



EPICENTER OF ≥ 5 CALIFORNIA EARTHQUAKES, 1800-1999

REGIONAL SEISMICITY MAP

GEOCON
INCORPORATED



GEOTECHNICAL ■ ENVIRONMENTAL ■ MATERIALS
 6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121 - 2974
 PHONE 858 558-6900 - FAX 858 558-6159

PALOMAR COLLEGE SOUTH EDUCATION CENTER
 SAN DIEGO, CALIFORNIA

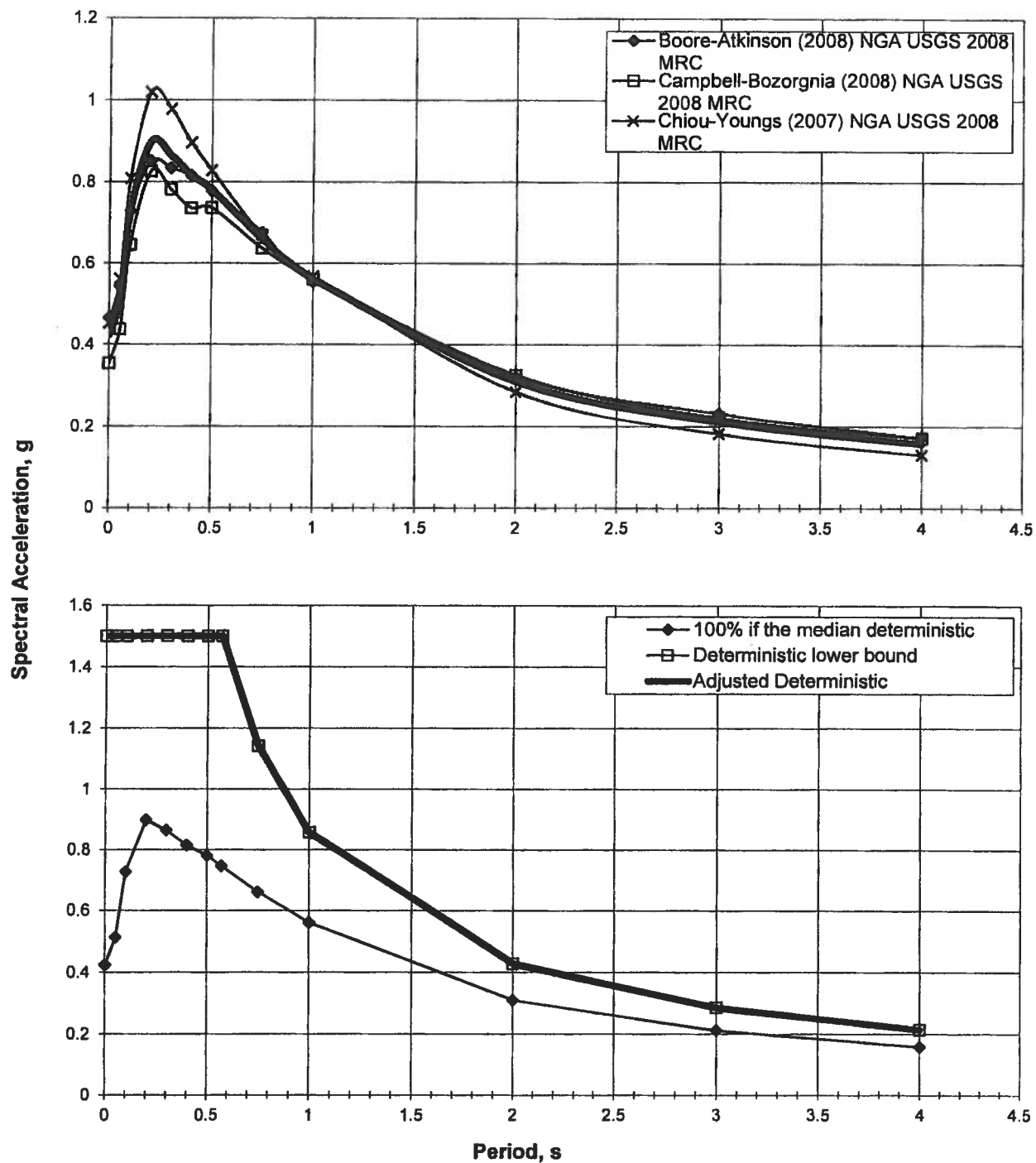
TR / AML

DSK/E0000

DATE 10 - 24 - 2012

PROJECT NO. 06647 - 42 - 03

FIG. 6



GEOCON
INCORPORATED

GEOTECHNICAL CONSULTANTS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121-2974
PHONE 858 558-6900 - FAX 858 558-6159



NGB / TEM

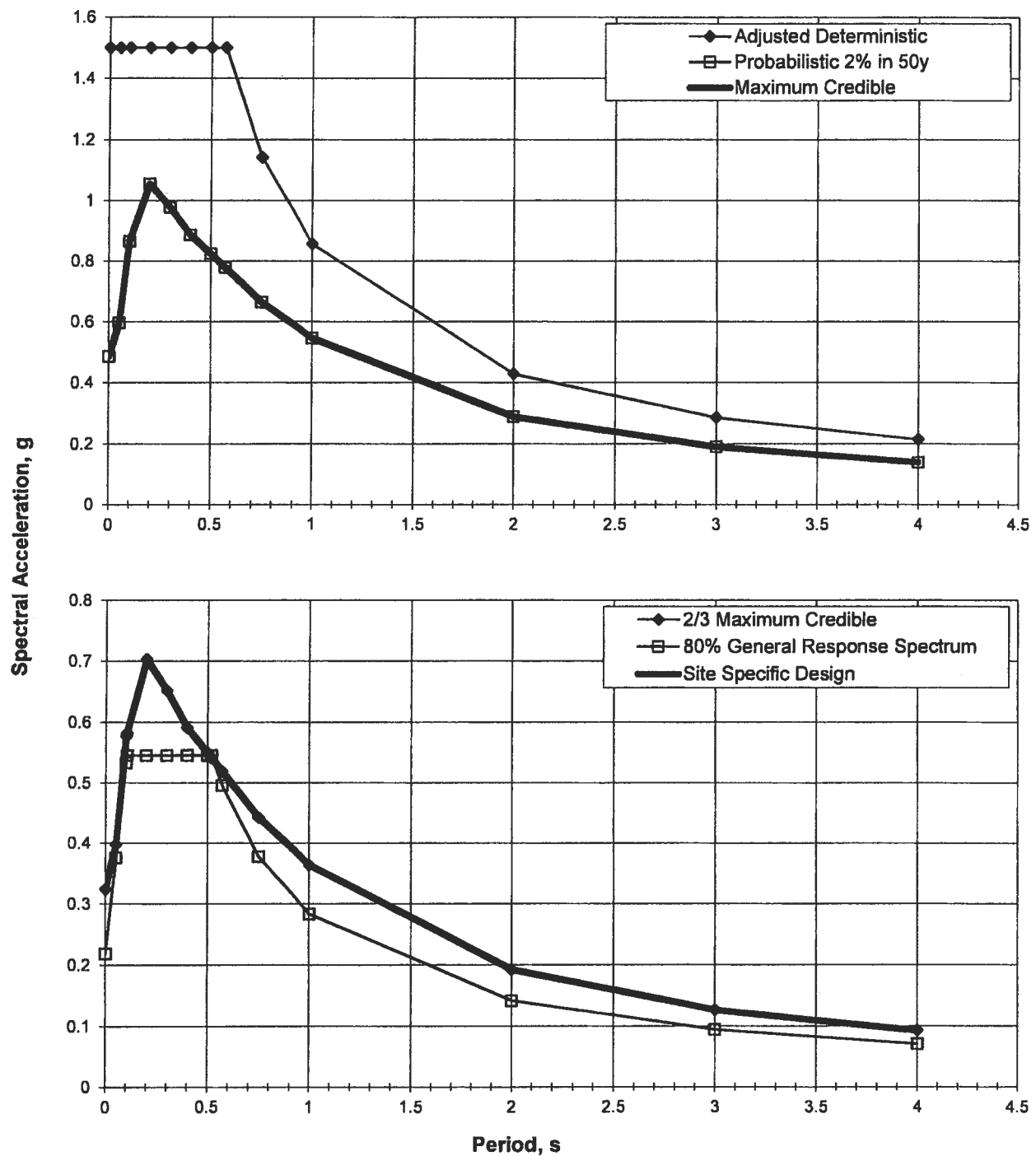
DESIGN RESPONSE SPECTRUM

PALOMAR COLLEGE
SOUTH EDUCATION CENTER
SAN DIEGO, CALIFORNIA

DATE: 10-24-12

PROJECT NO. 06647-42-03

FIG. 7



GEOCON
INCORPORATED

GEOTECHNICAL CONSULTANTS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121-2974
PHONE 858 558-6900 - FAX 858 558-6159



NGB / TEM

DESIGN RESPONSE SPECTRUM

PALOMAR COLLEGE
SOUTH EDUCATION CENTER
SAN DIEGO, CALIFORNIA

DATE: 10-24-12

PROJECT NO. 06647-42-03

FIG. 8

Ground Motion Spectral Accelerations, (g)

Spectral Period (seconds)	2% in 50 Year Mean Prob.	Mean Det.	Det. Lower Bound	Site Specific MCE	2/3 SS MCE	80% of General Response	Final Site Specific Response
0.000	0.486	0.423	1.500	0.486	0.324	0.218	0.324
0.050	0.596	0.513	1.500	0.596	0.398	0.376	0.398
0.100	0.866	0.727	1.500	0.866	0.577	0.534	0.577
0.104	0.873	0.734	1.500	0.873	0.582	0.546	0.582
0.200	1.055	0.898	1.500	1.055	0.703	0.546	0.703
0.300	0.979	0.864	1.500	0.979	0.652	0.546	0.652
0.400	0.887	0.815	1.500	0.887	0.591	0.546	0.591
0.500	0.824	0.781	1.500	0.824	0.550	0.546	0.550
0.509	0.818	0.776	1.500	0.818	0.546	0.546	0.546
0.519	0.812	0.771	1.500	0.812	0.541	0.546	0.546
0.527	0.807	0.768	1.500	0.807	0.538	0.538	0.538
0.571	0.779	0.747	1.500	0.779	0.519	0.496	0.519
0.750	0.664	0.661	1.142	0.664	0.443	0.378	0.443
1.000	0.546	0.561	0.857	0.546	0.364	0.283	0.364
2.000	0.289	0.310	0.428	0.289	0.192	0.142	0.192
3.000	0.190	0.212	0.286	0.190	0.127	0.094	0.127
4.000	0.139	0.158	0.214	0.139	0.093	0.071	0.093

S_{DS} is Final Site Specific Response at 0.2 sec but not less than 90% of peak after 0.2 sec

$$S_{DS} = 0.703 \quad g$$

S_{D1} is greater value of Final Site Specific Response at 1.0 sec or 2 times 2.0 sec

$$S_{D1} = 0.384 \quad g$$

$$S_{MS} = 3 \cdot S_{DS} / 2$$

$$S_{MS} = 1.055 \quad g$$

$$S_{M1} = 3 \cdot S_{D1} / 2$$

$$S_{M1} = 0.576 \quad g$$

$$F_A = 1.000 \quad \text{From USGS}$$

$$F_V = 1.428 \quad \text{From USGS}$$

$$S_S = S_{MS} / F_A$$

$$S_S = 1.055 \quad g$$

$$S_1 = S_{M1} / F_V$$

$$S_1 = 0.403 \quad g$$

GEOCON
INCORPORATED

GEOTECHNICAL CONSULTANTS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121-2974
PHONE 858 558-6900 - FAX 858 558-6159



NGB / TEM

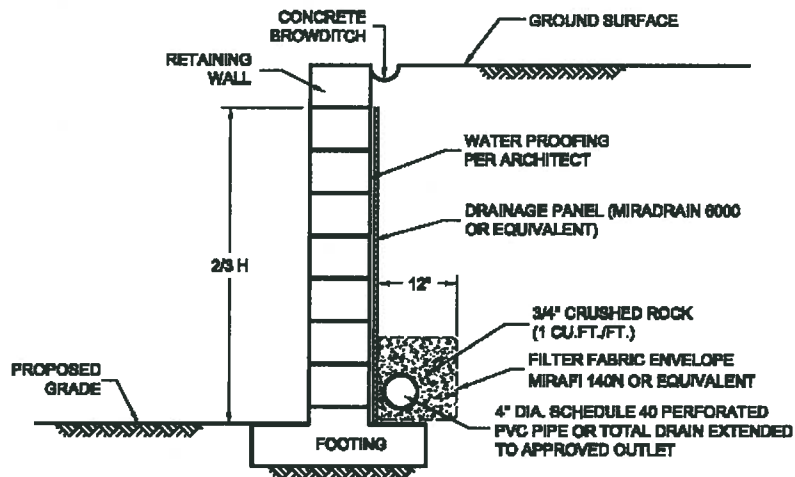
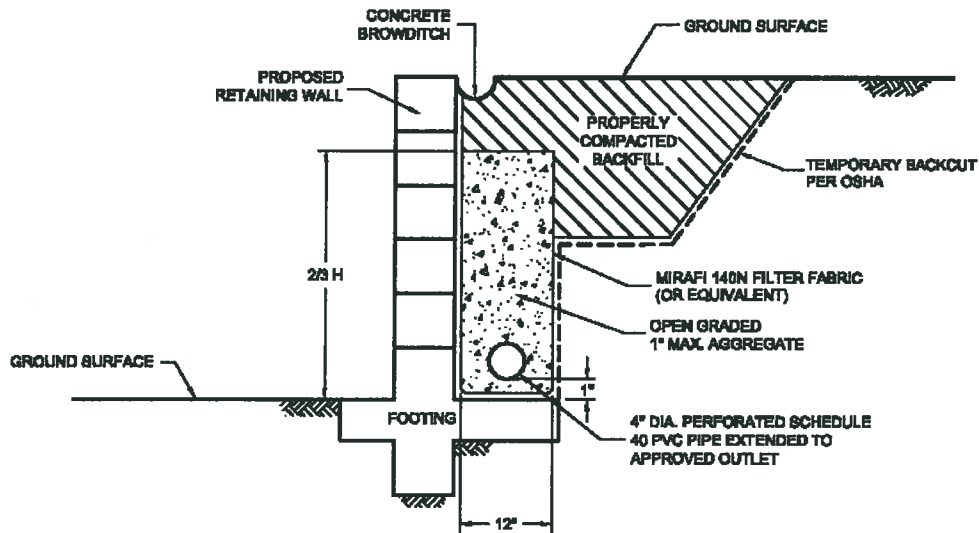
DESIGN RESPONSE SPECTRUM

PALOMAR COLLEGE
SOUTH EDUCATION CENTER
SAN DIEGO, CALIFORNIA

DATE: 10-24-12

PROJECT NO. 06647-42-03

FIG. 9



NOTE :

DRAIN SHOULD BE UNIFORMLY SLOPED TO GRAVITY OUTLET
OR TO A BUMP WHERE WATER CAN BE REMOVED BY PUMPING

NO SCALE

TYPICAL RETAINING WALL DRAIN DETAIL

GEOCON
INCORPORATED



GEOTECHNICAL ■ ENVIRONMENTAL ■ MATERIALS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121 - 2974
PHONE 858 558-6900 - FAX 858 558-6159

TM / AML

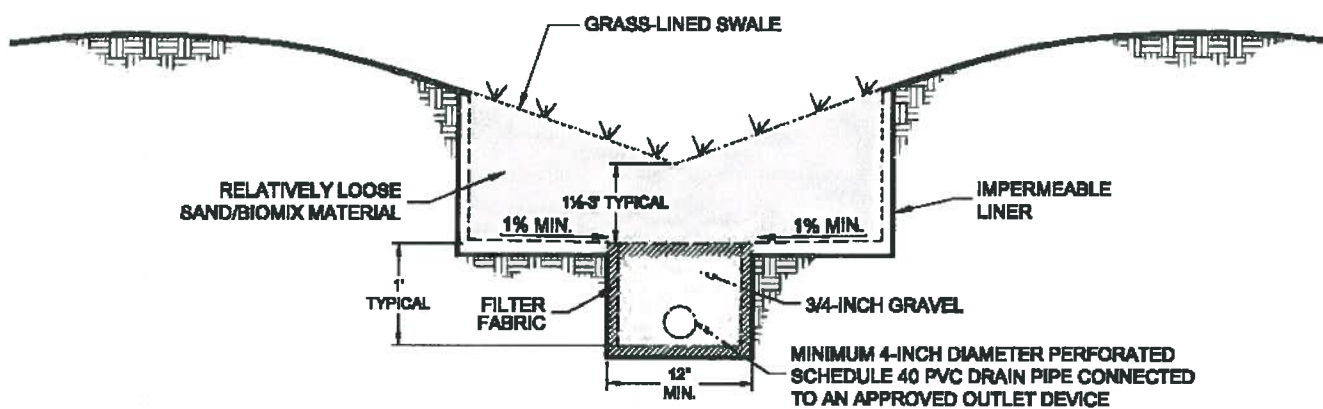
DSK/GTYPD

PALOMAR COLLEGE SOUTH EDUCATION CENTER
SAN DIEGO, CALIFORNIA

DATE 10 - 24 - 2012

PROJECT NO. G6647 - 42 - 03

FIG. 10



NO SCALE

TYPICAL BIOSWALE DETAIL

GEOCON
INCORPORATED



GEOTECHNICAL ■ ENVIRONMENTAL ■ MATERIALS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121 - 2974
PHONE 858 558-6900 - FAX 858 558-6159

TR / AML

DSK/GTYPD

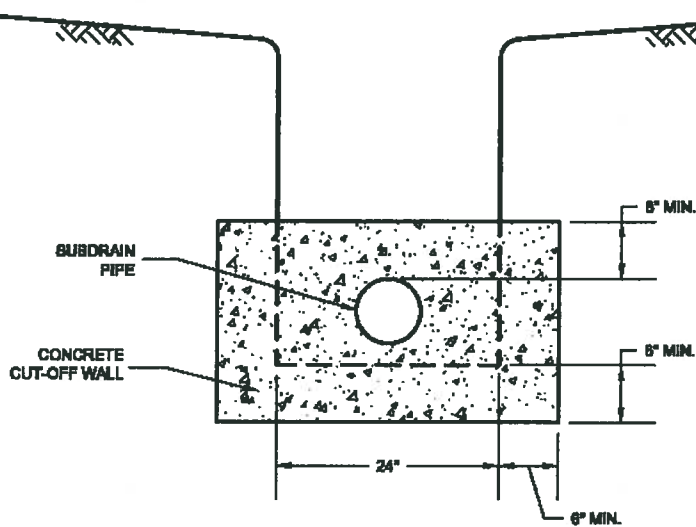
PALOMAR COLLEGE SOUTH EDUCATION CENTER
SAN DIEGO, CALIFORNIA

DATE 10 - 24 - 2012

PROJECT NO. 06847 - 42 - 03

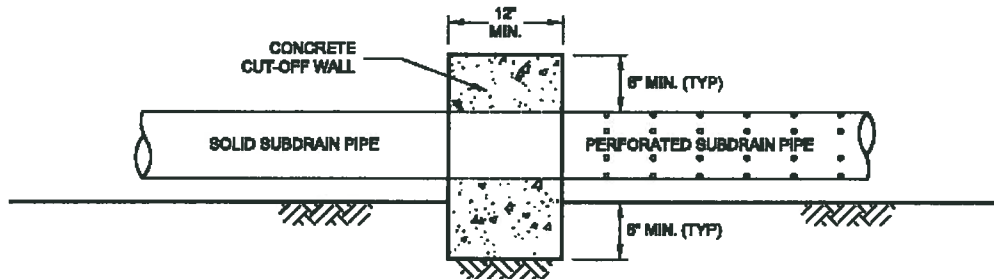
FIG. 11

FRONT VIEW



NO SCALE

SIDE VIEW



NO SCALE

TYPICAL SUBDRAIN CUT-OFF WALL DETAIL

GEOCON
INCORPORATED



GEOTECHNICAL ■ ENVIRONMENTAL ■ MATERIALS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121 - 2974
PHONE 858 558-6900 - FAX 858 558-6159

TR / AML

DSK/GTYPD

PALOMAR COLLEGE SOUTH EDUCATION CENTER
SAN DIEGO, CALIFORNIA

DATE 10 - 24 - 2012

PROJECT NO. 06647 - 42 - 03

FIG. 12

APPENDIX



A

APPENDIX A

FIELD INVESTIGATION

The field investigation was performed between September 24 and October 3, 2012, and consisted of a visual site reconnaissance, advancing 9 hollow-stem auger borings, performing 2 permeability tests, and conducting 4 seismic refraction traverses. The approximate locations of the borings, permeability tests and traverses are shown on the *Geologic Map/Site Plan*, Figure 2. The soils encountered in the borings were visually classified and logged in general accordance with American Society for Testing and Materials (ASTM) practice for Description and Identification of Soils (Visual Manual Procedure D 2844).

The borings were performed by Baja Exploration and were advanced to a maximum depth of 18½ feet below existing grade using a CME-75 rig equipped with 6-inch, hollow-stem augers. Relatively undisturbed samples were obtained by driving a 3-inch, O.D., split-tube sampler into the "undisturbed" soil mass. The sampler was equipped with 1-inch by 2¾-inch, brass sampler rings to facilitate removal and testing. Logs of the borings depicting the soil and geologic conditions encountered and the depth at which samples were obtained are presented on Figures A-1 through A-9.

Two permeability tests were performed at the approximate locations determined by LPA, Inc. The tests were conducted at depths ranging between 12 to 18 inches below the existing ground surface using a Guelph Permeameter. The 3 inch diameter test holes were hand augured to the testing depths. The test locations are shown on Figure 2 and the results of the permeability testing are presented below in Table A-I. The soil types encountered generally consisted stiff to very stiff, silty to sandy clays.

TABLE A-I
PERMEABILITY TEST RESULTS

Sample No.	Field Saturated Permeability [Guelph Permeameter] (in/hr)
P-1	0.01
P-2	0.001

The four seismic traverses performed by Southwest Geophysics are discussed in greater detail in their report presented in Appendix C.

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING B 1		PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) 653'	DATE COMPLETED 09-24-2012			
					EQUIPMENT CME 75				
					BY: N.G. BORJA				
					MATERIAL DESCRIPTION				
0					4" ASPHALT CONCRETE				
	B1-1			CL	PREVIOUSLY PLACED FILL (Qpf) Stiff, moist, mottled grayish brown and bluish gray, Sandy CLAY; few gravel				
2	B1-2						26	121.4	13.4
4					-Becomes mottled olive brown to brown, grayish brown and yellowish brown; little gravel				
6	B1-3						36	114.2	15.4
8				SM	Medium dense, moist, yellowish brown to olive brown, Silty, fine to coarse SAND; little gravel; little clay				
10	B1-4				-Blowcount at 10' not accurate due to gravel observed in shoe		67/11"	117.1	11.6
12	B1-5			CL	Stiff, moist, dark grayish brown to dark gray, Silty to Sandy CLAY; trace gravel				
14					SANTIAGO PEAK VOLCANICS (Jsp) Moderately weathered, grayish brown, moderately strong METAVOLCANIC ROCK				
16	B1-6				-Disturbed sample due to rock		90		
18	B1-7						50/4"		
					REFUSAL AT 18.5 FEET No groundwater encountered Backfilled on 09-24-2012				

Figure A-1,
Log of Boring B 1, Page 1 of 1

06647-42-03.GPJ

SAMPLE SYMBOLS	□ ... SAMPLING UNSUCCESSFUL	■ ... STANDARD PENETRATION TEST	■ ... DRIVE SAMPLE (UNDISTURBED)
	▨ ... DISTURBED OR BAG SAMPLE	■ ... CHUNK SAMPLE	▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

GEOCON

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING B 2		PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) 657'	DATE COMPLETED 09-24-2012			
					EQUIPMENT CME 75	BY: N.G. BORJA			
					MATERIAL DESCRIPTION				
0					5.5" ASPHALT CONCRETE over 6.5" AGGREGATE BASE				
2	B2-1			CL	PREVIOUSLY PLACED FILL (Qpf) Stiff, moist, mottled greenish gray, olive brown, and yellowish brown, Sandy CLAY, trace gravel; some chunks of sandy siltstone derived from Friars Formation		24		
4	B2-2								
6	B2-3				-Becomes silty clay below 5 feet; blow counts not accurate due to gravel		67/10"		
8	B2-4			SM	FRIARS FORMATION (Tf) Dense, damp to moist, mottled greenish gray, yellowish brown and olive brown, Silty, fine- to medium-grained SANDSTONE; weakly cemented		73/9"		
10	B2-5				-Becomes mottled light tan and yellowish brown; fine- to coarse-grained		77		
12									
14				SM/ML	Dense, damp, mottled light greenish gray, light tan and yellowish brown, Silty, fine-grained SANDSTONE/Sandy SILTSTONE; weakly cemented				
16	B2-6				BORING TERMINATED AT 16 FEET No groundwater encountered Backfilled on 09-24-2012		75/10"		

Figure A-2,
Log of Boring B 2, Page 1 of 1

06647-42-03.GPJ







SAMPLE SYMBOLS	□ ... SAMPLING UNSUCCESSFUL	▣ ... STANDARD PENETRATION TEST	■ ... DRIVE SAMPLE (UNDISTURBED)
	▨ ... DISTURBED OR BAG SAMPLE	▩ ... CHUNK SAMPLE	▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

GEOCON

06647-42-03.GPJ

SAMPLE SYMBOLS

 ... SAMPLING UNSUCCESSFUL	 ... STANDARD PENETRATION TEST	 ... DRIVE SAMPLE (UNDISTURBED)
 ... DISTURBED OR BAG SAMPLE	 ... CHUNK SAMPLE	 ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.











DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING B 4		PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) <u>654'</u>	DATE COMPLETED <u>09-24-2012</u>			
					EQUIPMENT <u>CME 75</u> BY: <u>N.G. BORJA</u>				
					MATERIAL DESCRIPTION				
0	B4-1			ML/SM	FRIARS FORMATION (T1) Hard/dense, dry, mottled light gray to light greenish gray and yellowish brown, Sandy SILTSTONE/Silty, fine-grained SANDSTONE; weakly cemented				
2	B4-2			SM	Very dense, damp, light gray and light greenish gray, Silty, fine- to medium-grained SANDSTONE; weakly cemented		93/8"		
4									
6	B4-3						50/6"		
8									
10	B4-4						50/4"		
					BORING TERMINATED AT 10.5 FEET No groundwater encountered Backfilled on 09-24-2012				

Figure A-4,
Log of Boring B 4, Page 1 of 1

06647-42-03.GPJ

SAMPLE SYMBOLS	 ... SAMPLING UNSUCCESSFUL	 ... STANDARD PENETRATION TEST	 ... DRIVE SAMPLE (UNDISTURBED)
	 ... DISTURBED OR BAG SAMPLE	 ... CHUNK SAMPLE	 ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

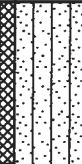








DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING B 5		PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					ELEV. (MSL.) 651'	DATE COMPLETED 09-24-2012			
					EQUIPMENT CME 75				
					BY: N.G. BORJA				
					MATERIAL DESCRIPTION				
0	B5-1			ML	PREVIOUSLY PLACED FILL (Qpf) Stiff, dry, light greenish gray to light olive brown, Sandy SILT; little angular gravel and cobble				
2	B5-2				-Blowcounts likely not accurate due to gravels		62		
4	B5-3				SANTIAGO PEAK VOLCANICS (Jsp) Moderately weathered, light grayish brown to orange brown, moderately strong METAVOLCANIC ROCK		50/4"		
					REFUSAL AT 5.5 FEET No groundwater encountered Backfilled on 09-24-2012				

Figure A-5,
Log of Boring B 5, Page 1 of 1

06647-42-03.GPJ

SAMPLE SYMBOLS		... SAMPLING UNSUCCESSFUL		... STANDARD PENETRATION TEST		... DRIVE SAMPLE (UNDISTURBED)
		... DISTURBED OR BAG SAMPLE		... CHUNK SAMPLE		... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

GEOCON








DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	BORING B 6		PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
				SOIL CLASS (USCS)	ELEV. (MSL.) <u>651'</u> DATE COMPLETED <u>09-24-2012</u> EQUIPMENT <u>CME 75</u> BY: <u>N.G. BORJA</u>			
0	B6-1			ML/CL	MATERIAL DESCRIPTION PREVIOUSLY PLACED FILL (Qpf) Stiff, dry to damp, grayish brown to light grayish brown, Sandy SILT/Sandy CLAY; few gravel and cobble			
2	B6-2					38		
4	B6-3					34		
6	B6-4			CL	Stiff to very stiff, moist, dark brown to yellowish brown, Sandy CLAY			
	B6-5				-Very hard drilling at 7 feet; auger grinding on rock with no advancement; likely Santiago Peak Volcanics contact; no recovery REFUSAL AT 7 FEET No groundwater encountered Backfilled on 09-24-2012	50/1"		

Figure A-6,
Log of Boring B 6, Page 1 of 1

06647-42-03.GPJ

SAMPLE SYMBOLS	 ... SAMPLING UNSUCCESSFUL	 ... STANDARD PENETRATION TEST	 ... DRIVE SAMPLE (UNDISTURBED)
	 ... DISTURBED OR BAG SAMPLE	 ... CHUNK SAMPLE	 ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

GEOCON








DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING B 7 ELEV. (MSL.) <u>646'</u> DATE COMPLETED <u>09-25-2012</u> EQUIPMENT <u>CME 75</u> BY: <u>N.G. BORJA</u>	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0	B7-1			SM	MATERIAL DESCRIPTION SANTIAGO PEAK VOLCANICS (Jsp) Moderately weathered, mottled yellowish brown, light tan and bluish gray, moderately strong METAVOLCANIC ROCK			
2								
4	B7-2							
						50/4"		
					BORING TERMINATED AT 5.5 FEET No groundwater encountered Backfilled on 09-25-2012			

Figure A-7,
Log of Boring B 7, Page 1 of 1

06647-42-03.GPJ

SAMPLE SYMBOLS	 ... SAMPLING UNSUCCESSFUL	 ... STANDARD PENETRATION TEST	 ... DRIVE SAMPLE (UNDISTURBED)
	 ... DISTURBED OR BAG SAMPLE	 ... CHUNK SAMPLE	 ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	BORING B 8 ELEV. (MSL.) <u>656'</u> DATE COMPLETED <u>09-25-2012</u> EQUIPMENT <u>CME 75</u> BY: <u>N.G. BORJA</u>	PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0				CL	PREVIOUSLY PLACED FILL (Qpf) Stiff, damp to moist, dark grayish brown, Sandy CLAY; trace gravel			
2	B8-1			SC & CL	Very stiff, moist, mottled dark brown and dark yellowish brown, Clayey, fine to coarse SAND and Silty CLAY; trace coarse; trace asphalt concrete	39	125.2	11.2
4	B8-2							
	B8-3					45	121.9	9.5
6				CL	Stiff, moist, mottled yellowish brown, light tan and greenish gray, Sandy CLAY			
8	B8-4			CL	Stiff, moist, mottled light tan brown, dark grayish brown and greenish gray, Silty CLAY	28	117.3	14.0
10	B8-5			SC & CL	Stiff, moist, dark brown and brown, Clayey, fine to coarse SAND and Silty CLAY; trace gravel	25	107.0	19.3
12					SANTIAGO PEAK VOLCANICS (Jsp) Completely weathered, mottled pale green with red oxidation, weak METAVOLCANIC ROCK (saprolite)			
14	B8-6					67		
16								
18	B8-7					50/2"		
					BORING TERMINATED AT 18.5 FEET No groundwater encountered Backfilled on 09-25-2012			

Figure A-8,
Log of Boring B 8, Page 1 of 1

06647-42-03.GPJ

SAMPLE SYMBOLS	□ ... SAMPLING UNSUCCESSFUL	■ ... STANDARD PENETRATION TEST	■ ... DRIVE SAMPLE (UNDISTURBED)
	▨ ... DISTURBED OR BAG SAMPLE	■ ... CHUNK SAMPLE	▽ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

GEOCON




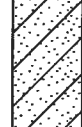







DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	BORING B 9		PENETRATION RESISTANCE (BLOWS/FT.)	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
				ELEV. (MSL.) 653'	DATE COMPLETED 09-25-2012			
				EQUIPMENT CME 75 BY: N.G. BORJA				
				MATERIAL DESCRIPTION				
0	B9-1			ML/SM	PREVIOUSLY PLACED FILL (Qpf) Stiff, moist, yellowish brown to light tan, Sandy SILT/Silty, fine to medium SAND; trace gravel; few roots			
2								
4				CL	Stiff, moist, mottled dark grayish brown, brown and yellowish brown, Sandy/Silty CLAY; trace gravel			
6	B9-2				-Becomes mottled yellowish brown and greenish gray	28	109.0	20.2
8								
10	B9-3				-Becomes dark brown to dark gray	35	112.6	14.7
12								
14	B9-4				SANTIAGO PEAK VOLCANICS (Jsp) Moderately weathered, light bluish gray, moderately strong METAVOLCANIC ROCK; disturbed sample due to rock			
					REFUSAL AT 15.5 FEET No groundwater encountered Backfilled on 09-25-2012	50/6"		2.8

Figure A-9,
Log of Boring B 9, Page 1 of 1

06647-42-03.GPJ

SAMPLE SYMBOLS	 ... SAMPLING UNSUCCESSFUL	 ... STANDARD PENETRATION TEST	 ... DRIVE SAMPLE (UNDISTURBED)
	 ... DISTURBED OR BAG SAMPLE	 ... CHUNK SAMPLE	 ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

APPENDIX



B

APPENDIX B

LABORATORY TESTING

Laboratory tests were performed in accordance with generally accepted test methods of the American Society for Testing and Materials (ASTM) or other suggested procedures. Selected samples were tested for in situ moisture density, maximum dry density and optimum moisture content, pH, resistivity, chloride ion content, water-soluble sulfate content, consolidation, grain size, R-value, and expansion characteristics. The results of the laboratory tests are summarized in Tables B-I through B-VII and Figures B-1 through B-3. The in-place dry density and moisture content of the samples tested are presented on the boring logs in Appendix A.

TABLE B-I
SUMMARY OF LABORATORY MAXIMUM DRY DENSITY AND
OPTIMUM MOISTURE CONTENT TEST RESULTS
ASTM D 1557

Sample No.	Description	Maximum Dry Density (pcf)	Optimum Moisture Content (% dry wt.)
B8-2	Brownish gray, Sandy CLAY with trace gravel	124.9	11.8

TABLE B-II
SUMMARY OF LABORATORY EXPANSION INDEX TEST RESULTS
ASTM D 4829

Sample No.	Moisture Content		Dry Density (pcf)	Expansion Index	CBC Classification
	Before Test (%)	After Test (%)			
B1-1	10.1	24.0	108.5	69	Medium
B3-1	15.2	32.5	93.6	83	Medium

TABLE B-III
SUMMARY OF LABORATORY POTENTIAL OF
HYDROGEN (PH) AND RESISTIVITY TEST RESULTS
CTM NO. 643

Sample No.	pH	Resistivity (ohm centimeters)
B1-1	7.24	540
B3-1	7.6	370

TABLE B-IV
SUMMARY OF LABORATORY WATER-SOLUBLE SULFATE TEST RESULTS
CTM NO. 417

Sample No.	Water-Soluble Sulfate (%)
B1-1	0.085
B3-1	0.018

TABLE B-V
SUMMARY OF LABORATORY CHLORIDE ION CONTENT TEST RESULTS
AASHTO TEST NO. T 291

Sample No.	Chloride Ion Content (%)	Chloride Ion Content (ppm)
B1-1	0.026	261
B3-1	0.059	593

TABLE B-VI
SUMMARY OF LABORATORY RESISTANCE (R-VALUE)
TEST RESULTS
ASTM D 2844

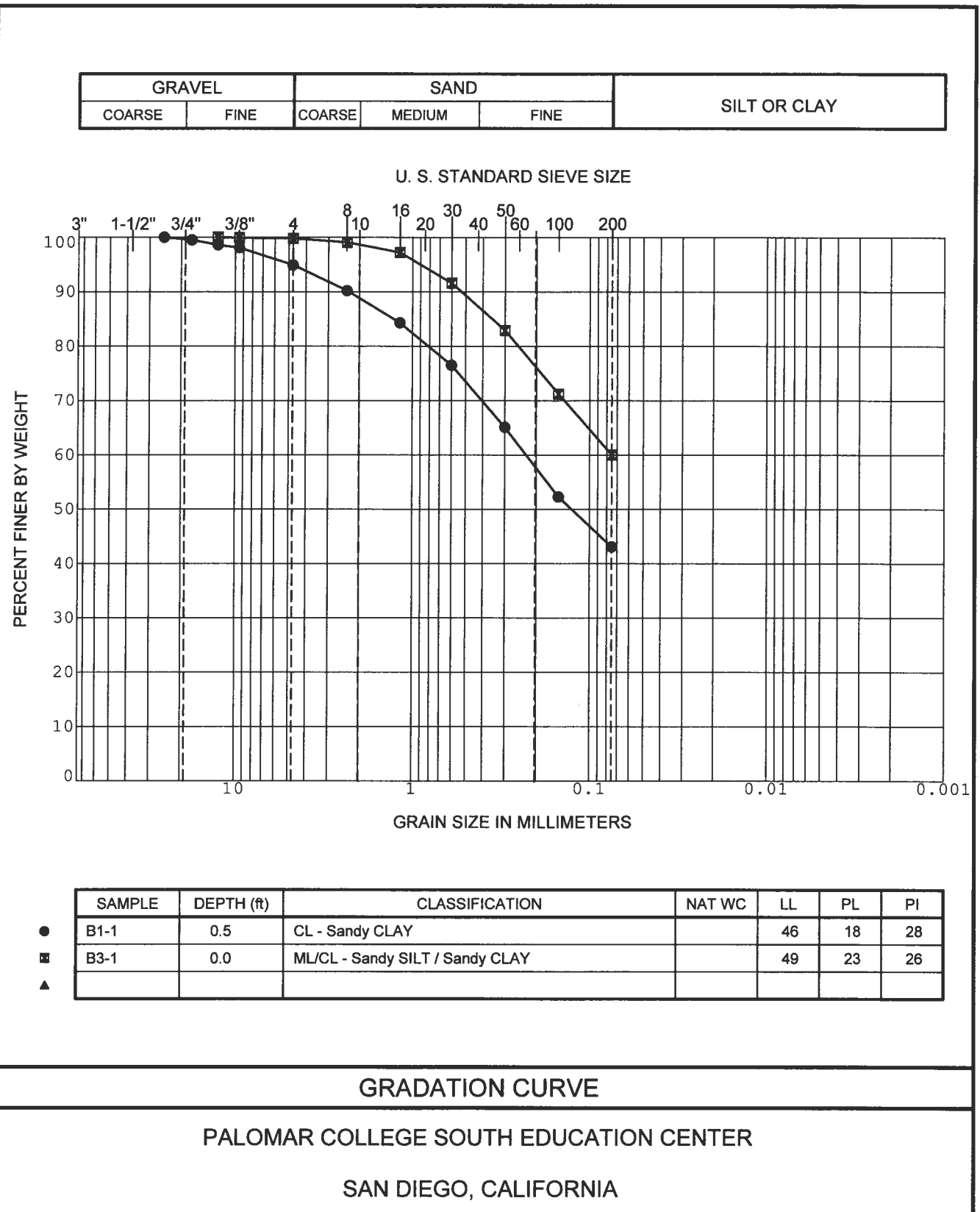
Sample No.	Description	R-Value
B5-1	Grayish brown, Clayey/Sandy SILT	17

TABLE B-VII
SUMMARY OF LABORATORY PLASTICITY TEST RESULTS
ASTM D 4318

Sample No.	Liquid Limit	Plastic Limit	Plasticity Index	USCS* Classification
B1-1	46	18	28	CL
B3-1	49	23	26	CL

*Test performed only on the material passing No. 40 Sieve.

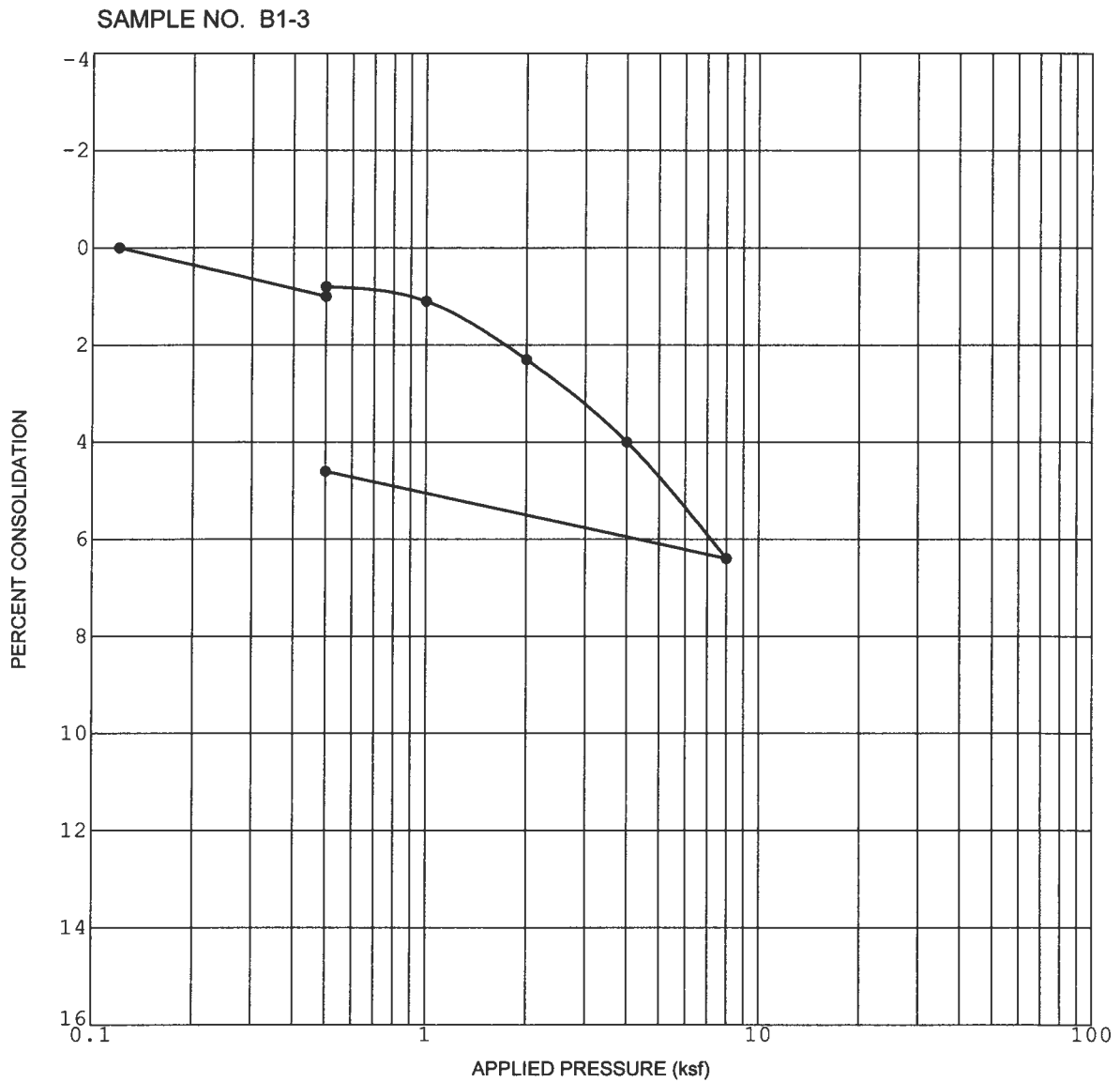
PROJECT NO. 06647-42-03



06647-42-03.GPJ

Figure B-1

GEOCON



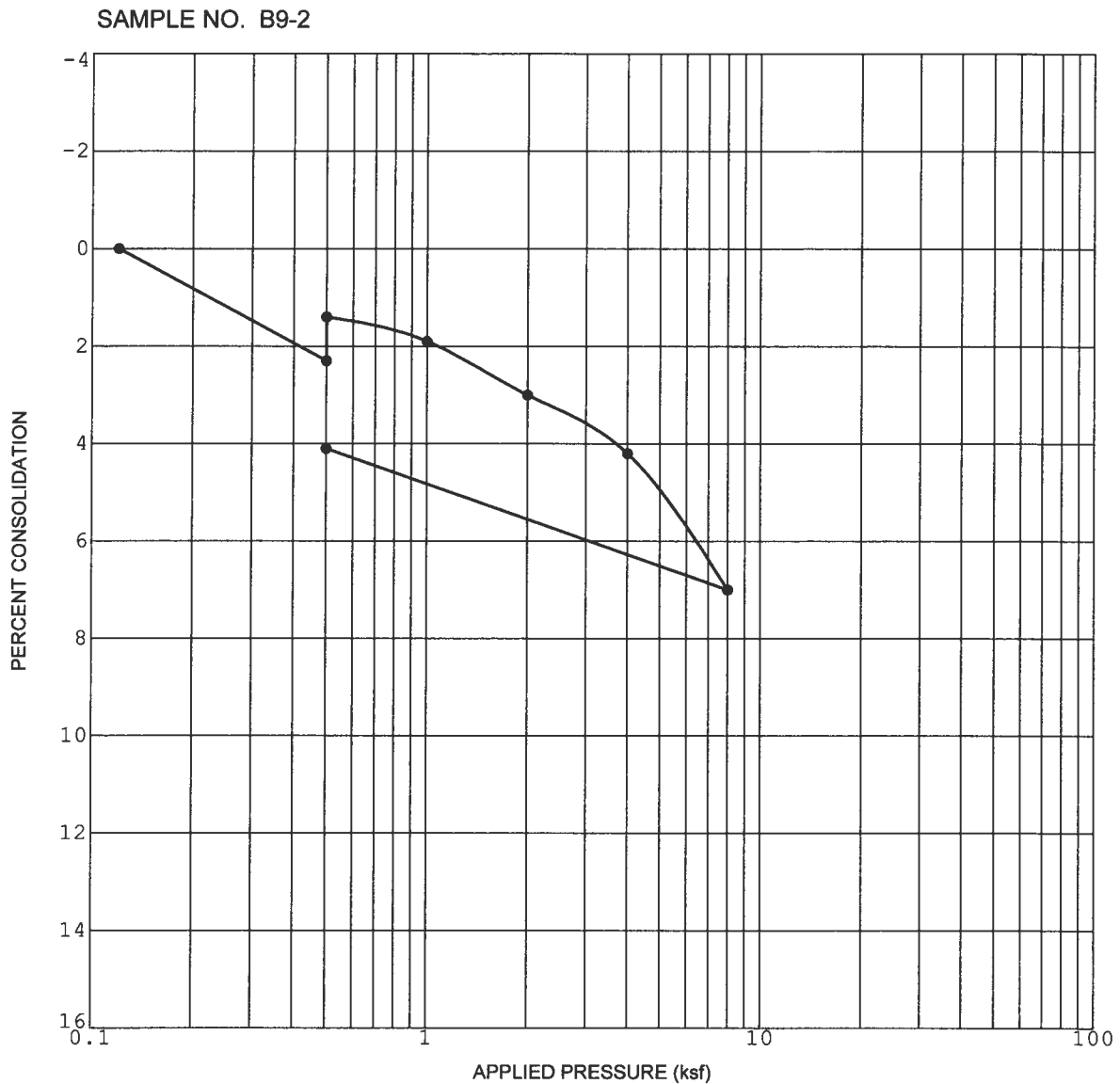
Initial Dry Density (pcf)	114.2
Initial Water Content (%)	15.4

Initial Saturation (%)	90.4
Sample Saturated at (ksf)	.5

CONSOLIDATION CURVE

PALOMAR COLLEGE SOUTH EDUCATION CENTER

SAN DIEGO, CALIFORNIA



Initial Dry Density (pcf)	109.0
Initial Water Content (%)	20.2

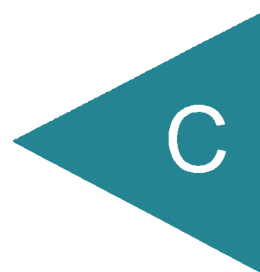
Initial Saturation (%)	100
Sample Saturated at (ksf)	.5

CONSOLIDATION CURVE

PALOMAR COLLEGE SOUTH EDUCATION CENTER

SAN DIEGO, CALIFORNIA

APPENDIX



APPENDIX C

SEISMIC REFRACTION SURVEY REPORT
BY
SOUTHWEST GEOPHYSICS

FOR

PALOMAR COLLEGE
SOUTH EDUCATION CENTER
IMPROVEMENT PROJECT
SAN DIEGO, CALIFORNIA

PROJECT NO. 06647-42-03

**SEISMIC REFRACTION SURVEY
11111 RANCHO BERNARDO ROAD
SAN DIEGO, CALIFORNIA**

PREPARED FOR:
Geocon Incorporated
6960 Flanders Drive
San Diego, CA 92121

PREPARED BY:
Southwest Geophysics, Inc.
8057 Raytheon Road, Suite 9
San Diego, CA 92111

October 22, 2012
Project No. 112385



October 22, 2012
Project No. 112385

Mr. Troy Reist
Geocon Incorporated
6960 Flanders Drive
San Diego, CA 92121

Subject: Seismic Refraction Survey
11111 Rancho Bernardo Road
San Diego, California


Dear Mr. Reist:

In accordance with your authorization, we have performed a seismic refraction survey pertaining to 11111 Rancho Bernardo Road located in San Diego, California. Specifically, our survey consisted of performing four seismic refraction traverses at the project site. The purpose of our study was to develop subsurface velocity profiles of the areas surveyed, and to assess the apparent ripability of the subsurface materials. This data report presents our survey methodology, equipment used, analysis, and results.

We appreciate the opportunity to be of service on this project. Should you have any questions related to this report, please contact the undersigned at your convenience.

Sincerely,
SOUTHWEST GEOPHYSICS, INC.


Aaron Puenje
Staff Geologist/Geophysicist


Hans van de Vrugt, C.E.G., P.Gp.
Principal Geologist/Geophysicist

ATP/HV/hv

Distribution: (1) Electronic



TABLE OF CONTENTS

	Page
1. INTRODUCTION	1
2. SCOPE OF SERVICES	1
3. SITE DESCRIPTION	1
4. SURVEY METHODOLOGY	1
5. RESULTS	3
6. CONCLUSIONS AND RECOMMENDATIONS	4
7. LIMITATIONS	5
8. SELECTED REFERENCES	6

Tables

Table 1 – Rippability Classification	3
Table 2 – Seismic Traverse Results	4

Figures

Figure 1 – Site Location Map	
Figure 2 – Line Location Map	
Figure 3 – Site Photographs	
Figure 4a – Seismic Profile (SL-1)	
Figure 4b – Seismic Profile (SL-2)	
Figure 4c – Seismic Profile (SL-3)	
Figure 4d – Seismic Profile (SL-4)	

1. INTRODUCTION

In accordance with your authorization, we have performed a seismic refraction survey pertaining to 11111 Rancho Bernardo Road located in San Diego, California (Figure 1). Specifically, our survey consisted of performing four seismic refraction traverses at the project site. The purpose of our study was to develop subsurface velocity profiles of the areas surveyed, and to assess the apparent rippability of the subsurface materials. This data report presents our survey methodology, equipment used, analysis, and results.

2. SCOPE OF SERVICES

Our scope of services included:

- Performance of four seismic refraction lines at the project site.
- Compilation and analysis of the data collected.
- Preparation of this data report presenting our results, conclusions and recommendations.

3. SITE DESCRIPTION

The project site is located along the south side of Rancho Bernardo Road, near its intersection with Olmeda Way (Figure 1). The study area included the moderate to steep slopes between a graded pad to the west and industrial/commercial buildings to the east (Figure 2). Vegetation in the area consists of annual grass, relatively dense brush, and scattered trees. Outcrops of metavolcanic rock were observed at and near the project site, and particularly in the road cut along Rancho Bernardo Road. Figures 2 and 3 depict the general site conditions in the study area.

Based on our discussions with you, it is our understanding that the proposed project includes the excavation of a new access road. Cuts up to roughly 50 feet deep are planned.

4. SURVEY METHODOLOGY

A seismic P-wave (compression wave) refraction survey was conducted at the site to evaluate the rippability characteristics of the subsurface materials and to develop subsurface velocity profiles of the areas surveyed. The seismic refraction method uses first-arrival times of refracted seismic

waves to estimate the thicknesses and seismic velocities of subsurface layers. Seismic P-waves generated at the surface, using a hammer and plate, are refracted at boundaries separating materials of contrasting velocities. These refracted seismic waves are then detected by a series of surface vertical component geophones and recorded with a 24-channel Geometrics StrataView seismograph. The travel times of the seismic P-waves are used in conjunction with the shot-to-geophone distances to obtain thickness and velocity information on the subsurface materials.

Four seismic lines (SL-1 through SL-4) were conducted in the study area. The general locations and lengths of the lines were selected by your office. Shot points (signal generation locations) were generally conducted at five equally spaced locations along SL-1 and SL-4, and at nine equally spaced locations along SL-2 and SL-3.

The seismic refraction theory requires that subsurface velocities increase with depth. A layer having a velocity lower than that of the layer above will not generally be detectable by the seismic refraction method and, therefore, could lead to errors in the depth calculations of subsequent layers. In addition, lateral variations in velocity, such as those caused by core stones, intrusions or boulders can also result in the misinterpretation of the subsurface conditions.

In general, seismic wave velocities can be correlated to material density and/or rock hardness. The relationship between rippability and seismic velocity is empirical and assumes a homogeneous mass. Localized areas of differing composition, texture, and/or structure may affect both the measured data and the actual rippability of the mass. The rippability of a mass is also dependent on the excavation equipment used and the skill and experience of the equipment operator.

The rippability values presented in Table 1 are based on our experience with similar materials and assumes that a Caterpillar D-9 dozer ripping with a single shank is used. We emphasize that the cutoffs in this classification scheme are approximate and that rock characteristics, such as fracture spacing and orientation, play a significant role in determining rock rippability. These characteristics may also vary with location and depth. For trenching operations, the rippability values should be scaled downward. For example, velocities as low as 3,500 feet/second may in-

dicating difficult ripping during trenching operations. In addition, the presence of boulders, which can be troublesome in a narrow trench, should be anticipated.

Table 1 – Rippability Classification	
Seismic P-wave Velocity	Rippability
0 to 2,000 feet/second	Easy
2,000 to 4,000 feet/second	Moderate
4,000 to 5,500 feet/second	Difficult, Possible Blasting
5,500 to 7,000 feet/second	Very Difficult, Probable Blasting
Greater than 7,000 feet/second	Blasting Generally Required

It should be noted that the rippability cutoffs presented in Table 1 are slightly more conservative than those published in the Caterpillar Performance Handbook (Caterpillar, 2011). Accordingly, the above classification scheme should be used with discretion, and contractors should not be relieved of making their own independent evaluation of the rippability of the on-site materials prior to submitting their bids.

5. RESULTS

As previously indicated, four seismic traverses were conducted as part of our study. The collected data were processed using SIPwin (Rimrock Geophysics, 2003), a seismic interpretation program, and analyzed using both SIPwin and SeisOpt Pro (Optim, 2008). Both programs use first arrival picks and elevation data to produce subsurface velocity models. SIPwin uses layer-based modeling techniques to produce a layered velocity model, where changes in velocities are depicted as discrete contacts. SeisOpt Pro uses a nonlinear optimization technique called adaptive simulated annealing. The resulting velocity model provides a tomography image of the estimated geologic conditions. Both vertical and lateral velocity information is contained in the tomography model. Changes in layer velocity are revealed as gradients rather than discrete contacts, which typically are more representative of actual conditions.

Table 2 lists the approximate P-wave velocities and depths calculated from the seismic refraction traverse using the layered modeling method. The approximate locations of the seismic refraction traverses are shown on the Line Location Map (Figures 2). The velocity models are included in

Figures 4a through 4d. In general, the effective depth of evaluation for a seismic refraction traverse is approximately one-third to one-fifth the length of the traverse.

Table 2 – Seismic Traverse Results ¹			
Traverse No. And Length	P-wave Velocity feet/second	Approximate Depth to Bottom of Layer in feet	Apparent Rippability ²
SL-1 125 feet	V1 = 1,790 V2 = 3,530 V3 = 8,140	1 – 6 12 – 23 ---	Easy Moderate Blasting Generally Required
SL-2 230 feet	V1 = 1,730 V2 = 4,180 V3 = 9,780	1 – 7 17 – 23 ---	Easy Difficult, Possible Blasting Blasting Generally Required
SL-3 230 feet	V1 = 1,520 V2 = 4,710 V3 = 8,050	3 – 7 10 – 26 ---	Easy Difficult, Possible Blasting Blasting Generally Required
SL-4 125 feet	V1 = 1,620 V2 = 6,200	2 – 5 ---	Easy Very Difficult, Probable Blasting
¹ Results based on the model generated using SIPwin, 2003			
² Rippability criteria based on the use of a Caterpillar D-9 dozer ripping with a single shank			

6. CONCLUSIONS AND RECOMMENDATIONS

The results from our seismic survey revealed distinct layers/zones in the near surface that likely represent soil (fill and colluvium) overlying metavolcanic bedrock with varying degrees of weathering. Figures 4a through 4d provide the velocity models calculated from both SIPwin and SeisOpt Pro. Distinct vertical and lateral variations between the two models are evident. In general, the tomography results better characterize the onsite conditions than the layer models.

The cause of the velocity variations revealed in the data are likely related to the presence of remnant boulders, intrusions and differential weathering of the bedrock materials. In addition, the tomography models revealed pockets/zones of very high velocity material within a matrix of slower velocity material. Therefore, variability in the excavatability (including depth of rippability) of the subsurface materials should be expected across the project area.

Based on our results, very difficult conditions where blasting may be required will likely be encountered depending on the excavation depth, location, and desired rate of production. In

addition, oversized materials should be expected. A contractor with excavation experience in similar difficult conditions should be consulted for expert advice on excavation methodology, equipment and production rate.

7. LIMITATIONS

The field evaluation and geophysical analyses presented in this report have been conducted in general accordance with current practice and the standard of care exercised by consultants performing similar tasks in the project area. No warranty, expressed or implied, is made regarding the conclusions, recommendations, and opinions presented in this report. There is no evaluation detailed enough to reveal every subsurface condition. Variations may exist and conditions not observed or described in this report may be present. Uncertainties relative to subsurface conditions can be reduced through additional subsurface exploration. Additional subsurface surveying will be performed upon request.

This document is intended to be used only in its entirety. No portion of the document, by itself, is designed to completely represent any aspect of the project described herein. Southwest Geophysics, Inc. should be contacted if the reader requires additional information or has questions regarding the content, interpretations presented, or completeness of this document. This report is intended exclusively for use by the client. Any use or reuse of the findings, conclusions, and/or recommendations of this report by parties other than the client is undertaken at said parties' sole risk.

8. SELECTED REFERENCES

Caterpillar, Inc., 2011, Caterpillar Performance Handbook, Edition 41, Caterpillar, Inc., Peoria, Illinois.

Mooney, H.M., 1976, Handbook of Engineering Geophysics, dated February.

Optim, Inc., 2008, SeisOpt Pro, V-5.0.

Rimrock Geophysics, 2003, Seismic Refraction Interpretation Program (SIPwin), V-2.76.

Telford, W.M., Geldart, L.P., Sheriff, R.E., and Keys, D.A., 1976, Applied Geophysics, Cambridge University Press.



SITE LOCATION MAP



11111 Rancho Bernardo Road
San Diego, California

Project No. 112385

Date: 10/12



Figure 1



Figure 2

11111 Rancho Bernardo Road
San Diego, California

Project No. 112385 Date 10/12



**LINE LOCATION
MAP**



SITE PHOTOGRAPHS

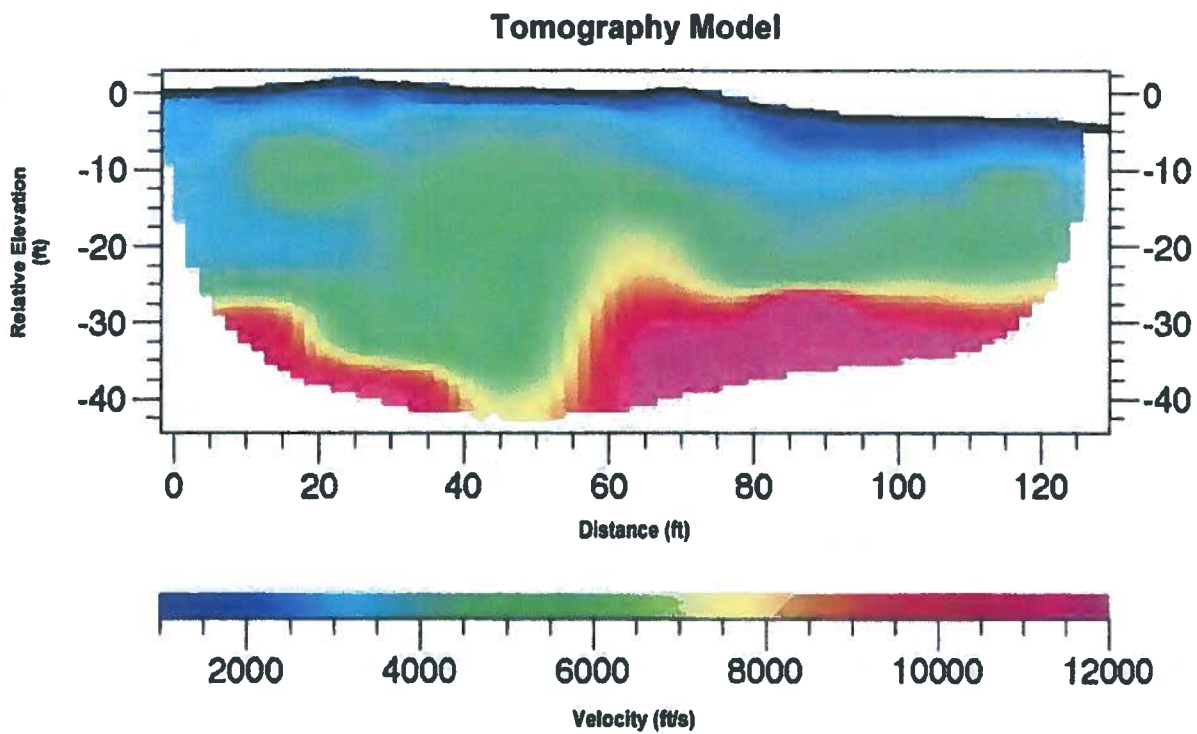
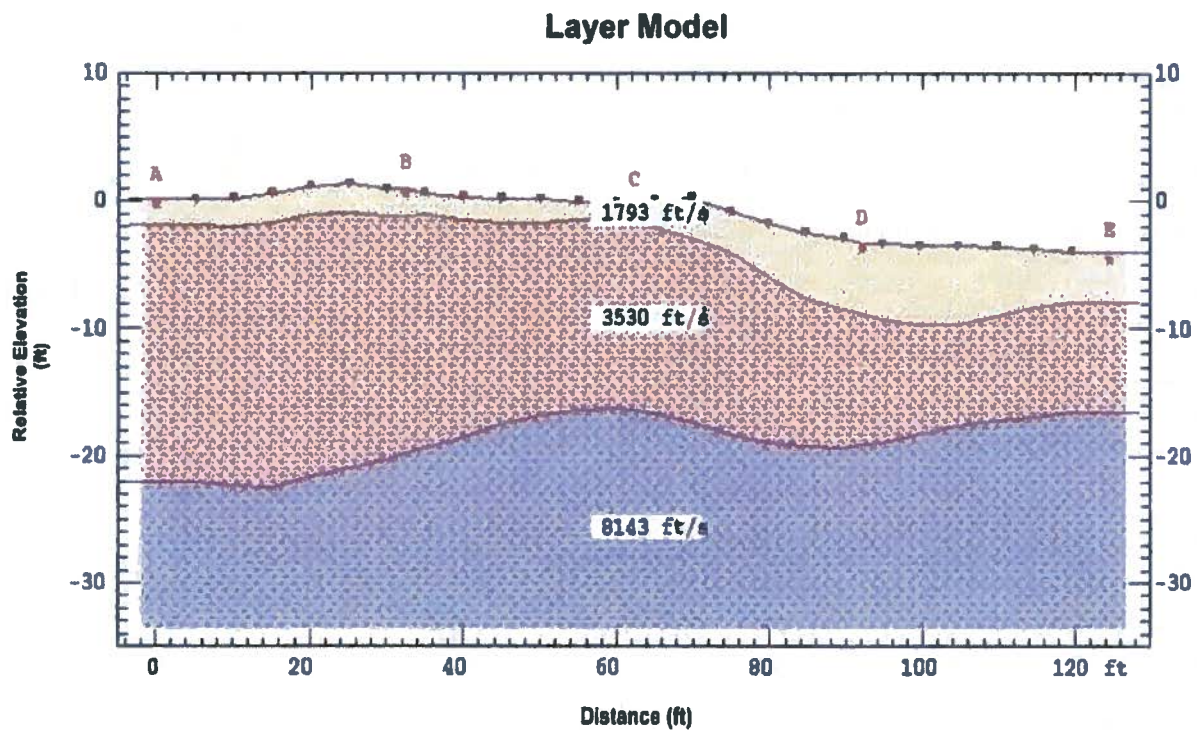
11111 Rancho Bernardo Road
San Diego, California

Project No.: 112395

Date: 10/12



Figure 3



**SEISMIC PROFILE
SL-1**

11111 Rancho Bernardo Road
San Diego, California

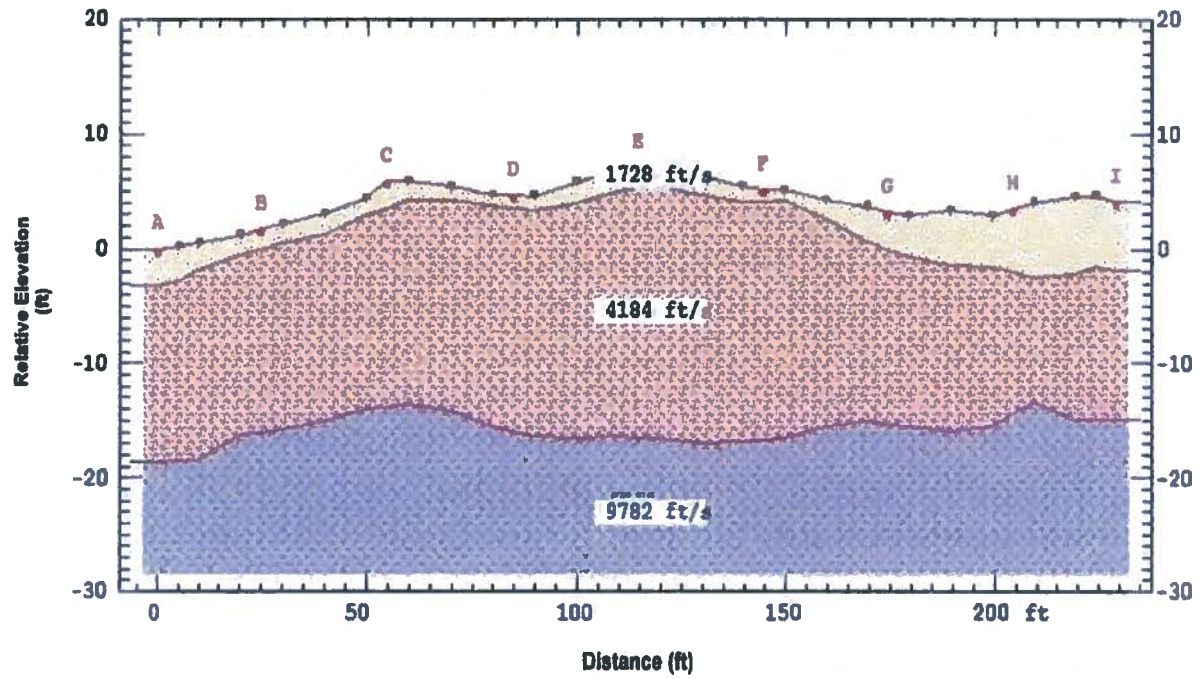
Project No.: 112385

Date: 10/12

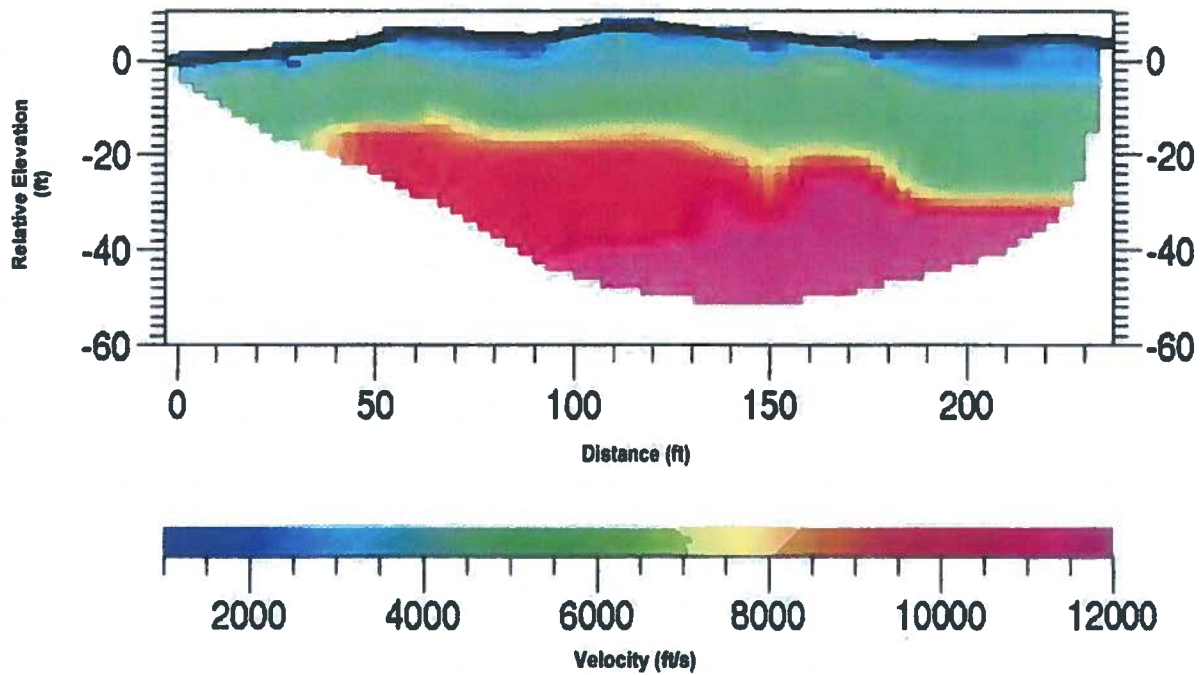


Figure 4a

Layer Model



Tomography Model



**SEISMIC PROFILE
SL-2**

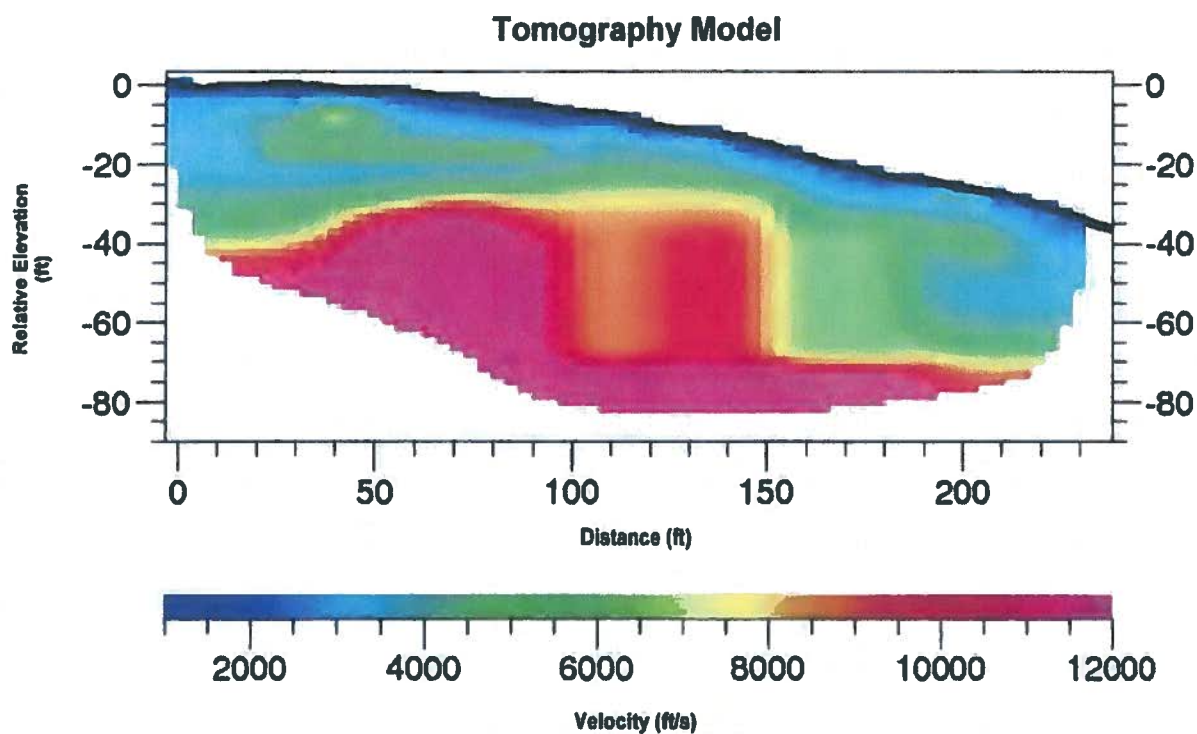
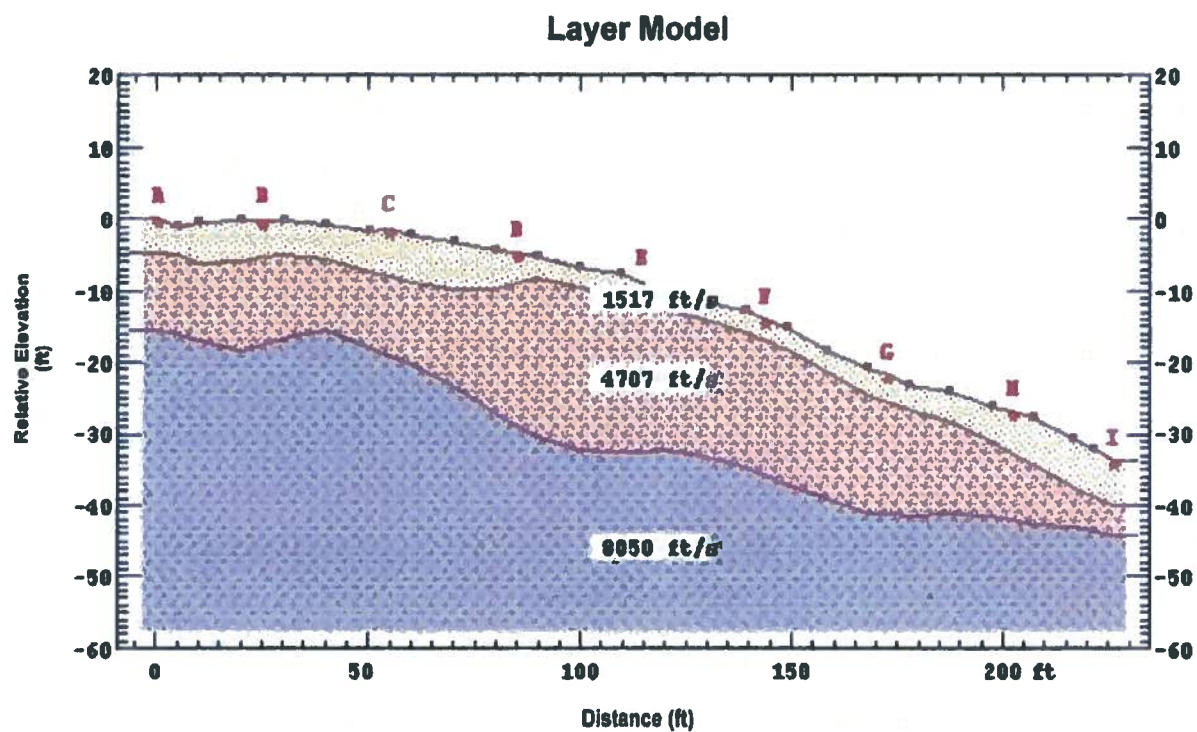
11111 Rancho Bernardo Road
San Diego, California

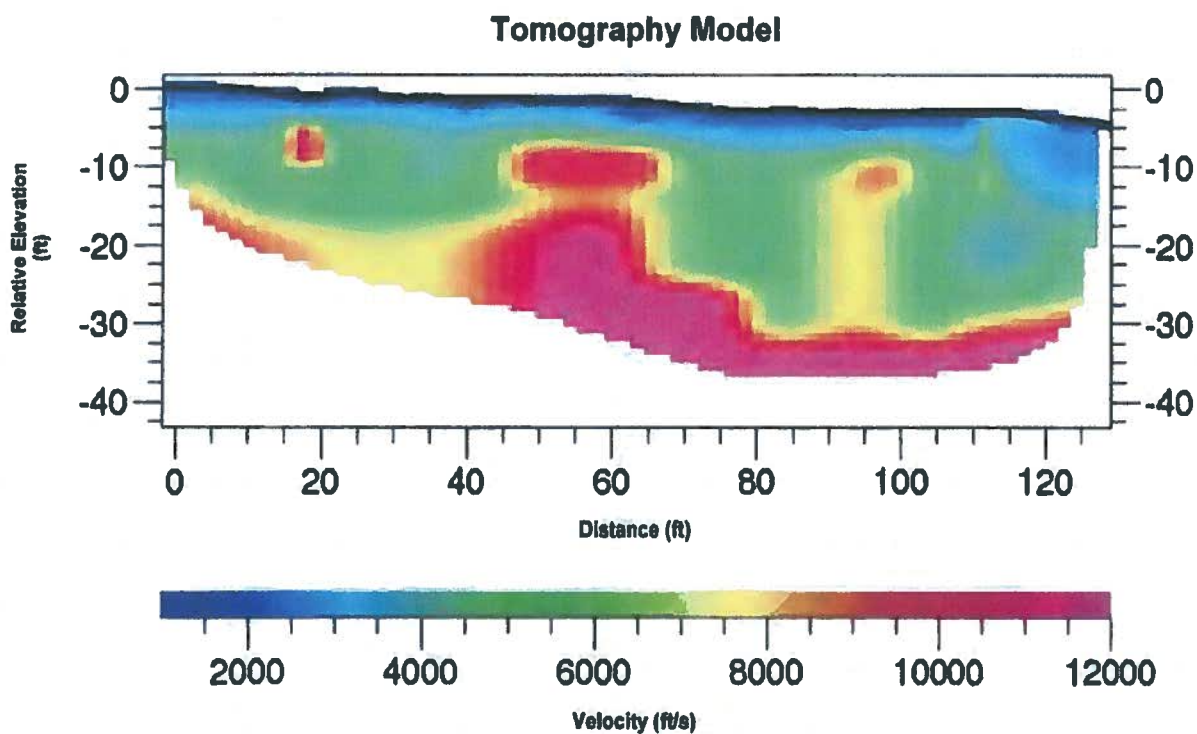
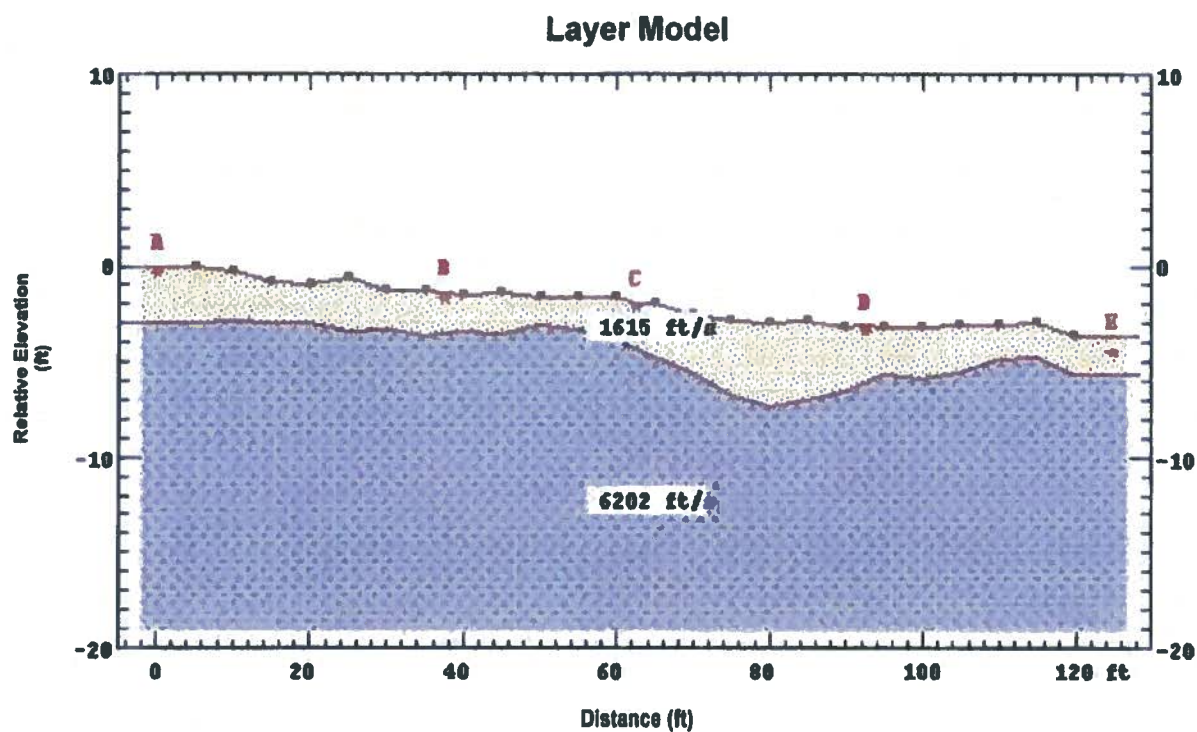
Project No.: 112385

Date: 10/12



Figure 4b





**SEISMIC PROFILE
SL-4**

11111 Rancho Bernardo Road
San Diego, California

Project No. 112385

Date: 10/12



Figure 4d

APPENDIX



APPENDIX D

SLOPE STABILITY ANALYSES

FOR

PALOMAR COLLEGE
SOUTH EDUCATION CENTER
IMPROVEMENT PROJECT
SAN DIEGO, CALIFORNIA

PROJECT NO. 06647-42-03

Palomar College South Ed Center

Project No. 06647-42-03

Cross-Section A-A'

Name: AA-Case1.gsz

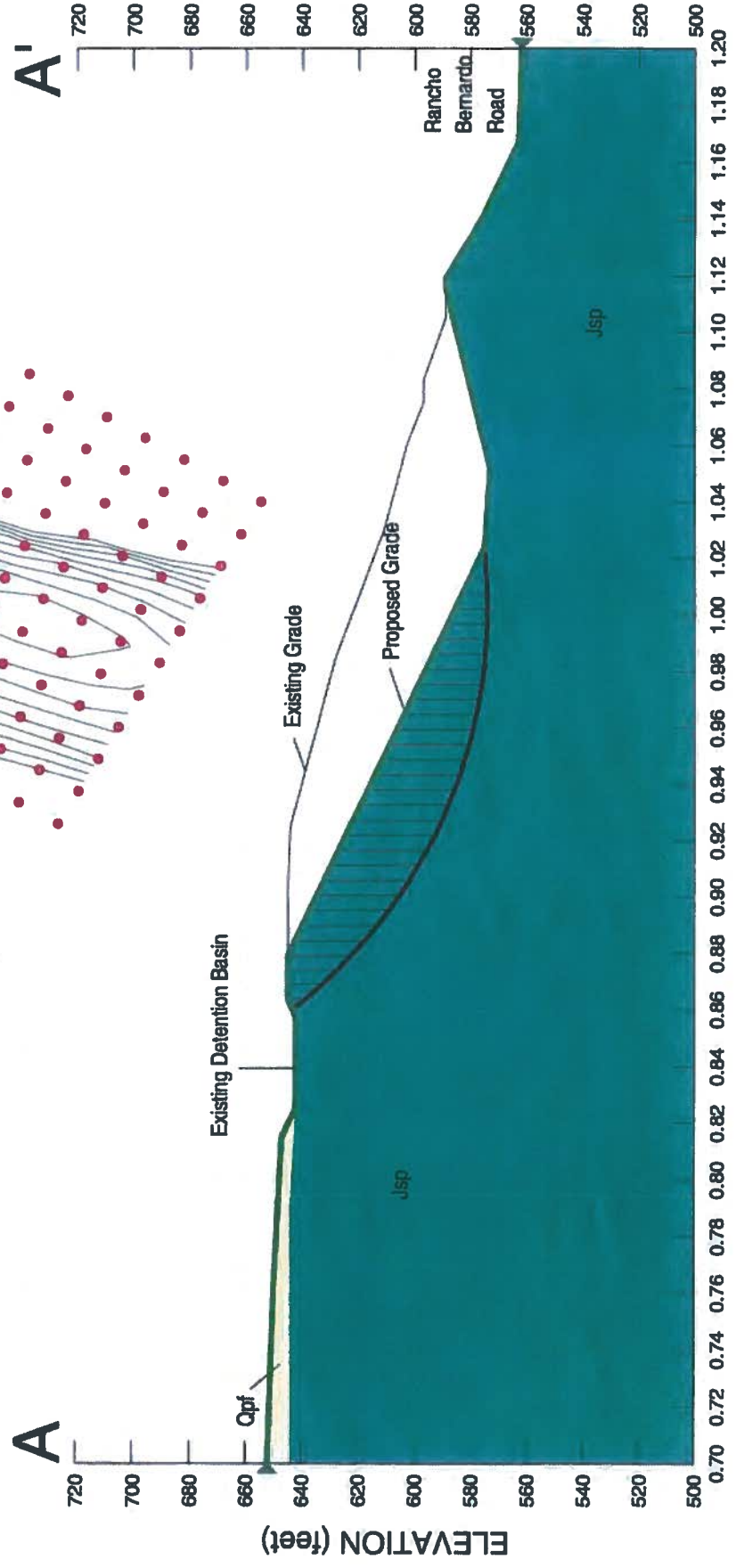
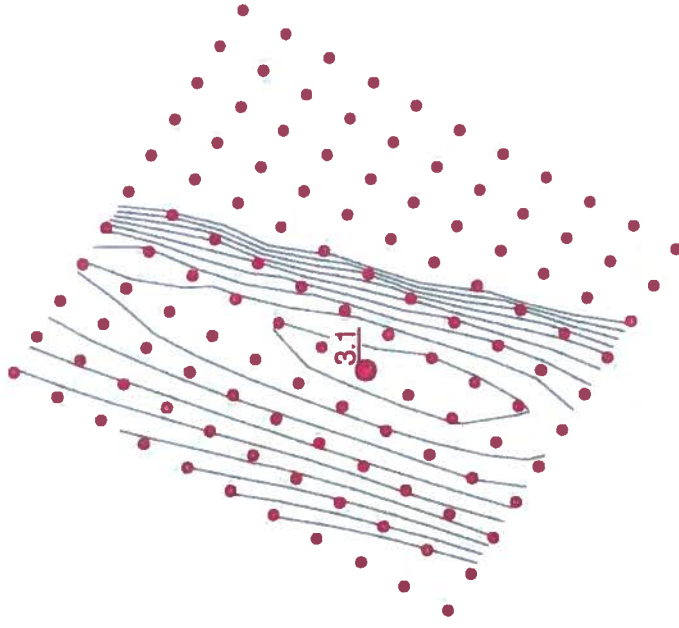
Date: 10/16/2012 Time: 11:58:03 AM

Name: Qpf Unit Weight: 130 pcf Cohesion: 200 psf Phi: 30 °

Name: Jsp Unit Weight: 135 pcf Cohesion: 1000 psf Phi: 40 °

Proposed 70 ft. high, 2:1 (H:V) Cut Slope

Static Condition



DISTANCE (feet) (x 1000)

Figure D-1

Palomar College South Ed Center

Project No. 06647-42-03

Cross-Section A-A'

Name: AA-Case1s.gsz

Date: 10/17/2012 Time: 1:35:10 PM

Name: Qpf Unit Weight: 130 pcf Cohesion: 200 psf Phi: 30 °

Name: Jsp Unit Weight: 135 pcf Cohesion: 1000 psf Phi: 40 °

Proposed 70 ft. high, 2:1 (H:V) Cut Slope

Seismic Condition ($k_{eq} = 0.15g$)

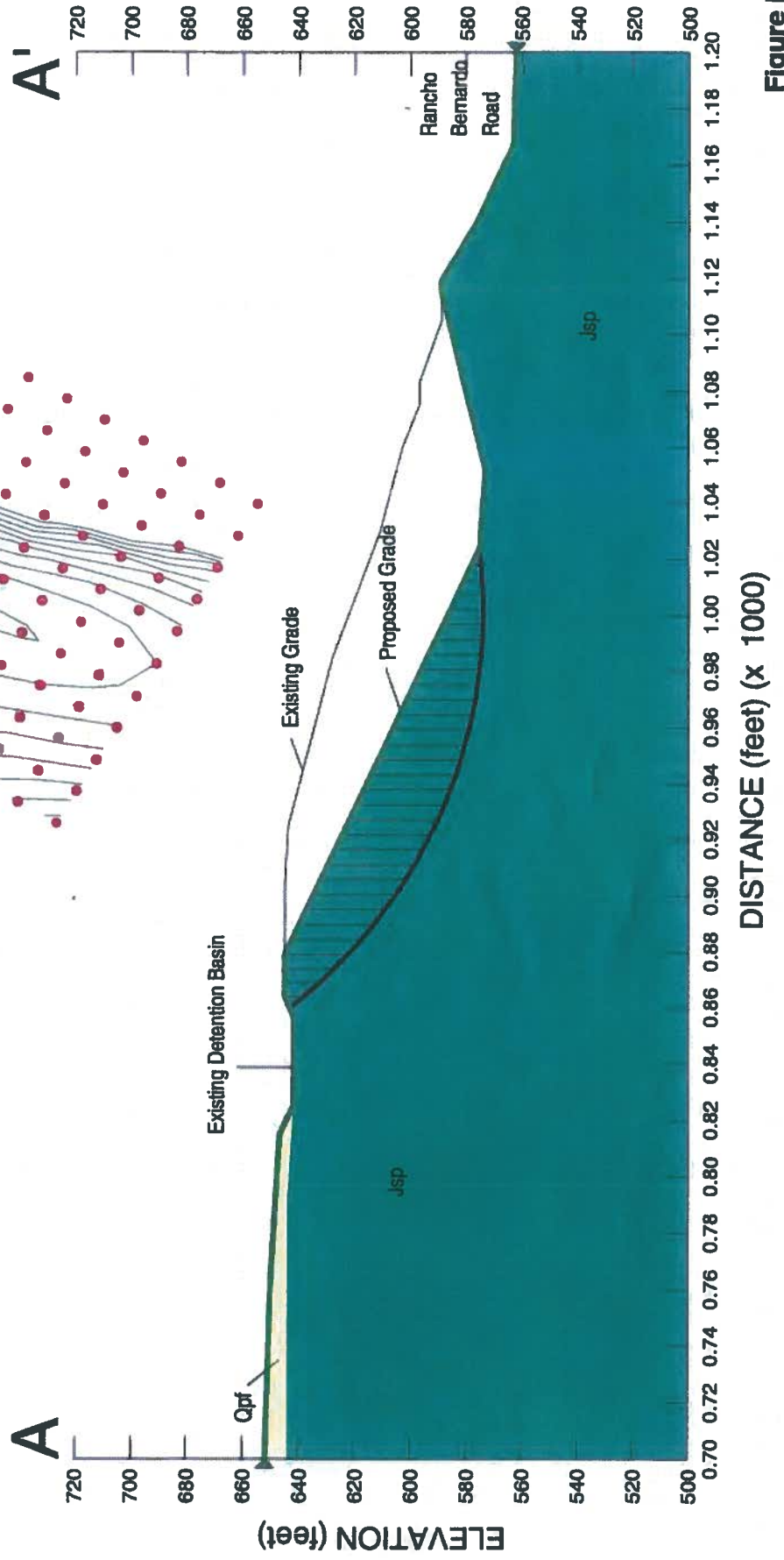
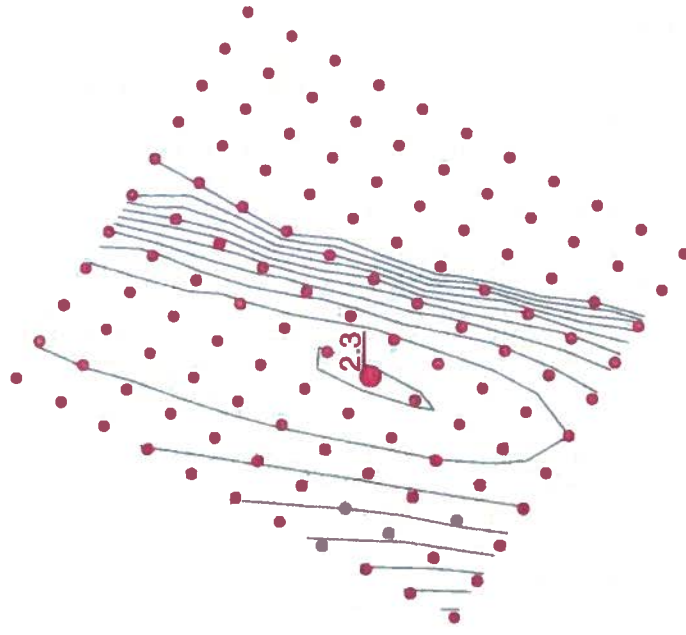


Figure D-2

PALOMAR COLLEGE SOUTH EDUCATION CENTER SAN DIEGO, CALIFORNIA

PSH Deaggregation on NEHRP C soil

Palomar College 117.089° W, 33.023 N.

Peak Horiz. Ground Accel. ≥ 0.2130 g

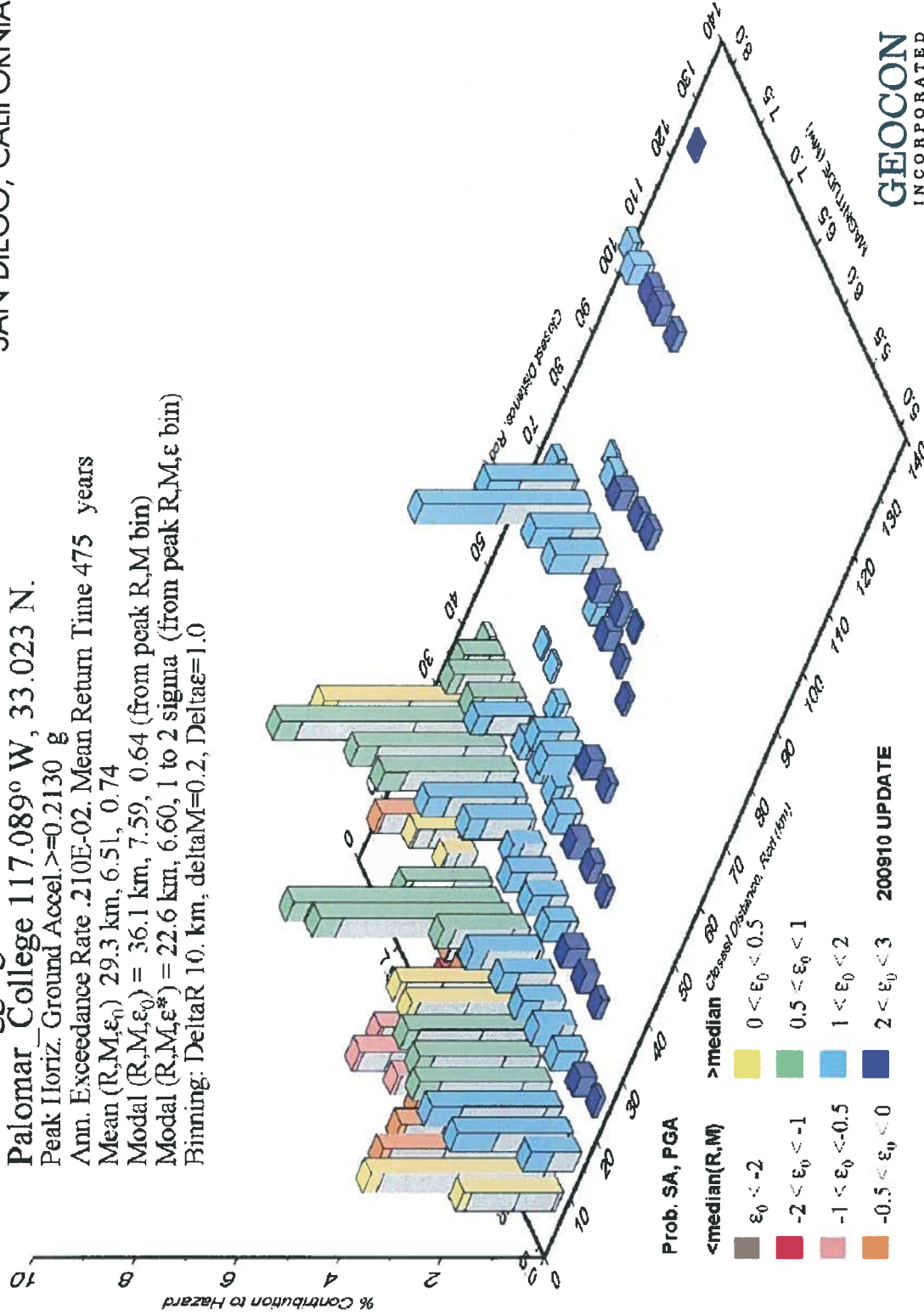
Ann. Exceedance Rate .210E-02. Mean Return Time 475 years

Mean (R, M, ϵ_0) 29.3 km, 6.51, 0.74

Modal $(R, M, \epsilon_0) = 36.1$ km, 7.59, 0.64 (from peak R, M bin)

Modal $(R, M, \epsilon^*) = 22.6$ km, 6.60, 1 to 2 sigma (from peak R, M, ϵ bin)

Binning: DeltaR 10. km, deltaM=0.2, Delta ϵ =1.0



GEOCON
INCORPORATED

GEOTECHNICAL ■ ENVIRONMENTAL ■ MATERIALS
6960 FLANDERS DRIVE - SAN DIEGO, CALIFORNIA 92121 - 2974
PHONE 858 538-6900 - FAX 858 538-6159
PROJECT NO. 06647 - 42 - 03
FIGURE D-3

DATE 10 - 24 - 2012

APPENDIX



APPENDIX E

RECOMMENDED GRADING SPECIFICATIONS

FOR

PALOMAR COLLEGE
SOUTH EDUCATION CENTER
IMPROVEMENT PROJECT
SAN DIEGO, CALIFORNIA

PROJECT NO. 06647-42-03

RECOMMENDED GRADING SPECIFICATIONS

1. GENERAL

- 1.1 These Recommended Grading Specifications shall be used in conjunction with the Geotechnical Report for the project prepared by Geocon Incorporated. The recommendations contained in the text of the Geotechnical Report are a part of the earthwork and grading specifications and shall supersede the provisions contained hereinafter in the case of conflict.
- 1.2 Prior to the commencement of grading, a geotechnical consultant (Consultant) shall be employed for the purpose of observing earthwork procedures and testing the fills for substantial conformance with the recommendations of the Geotechnical Report and these specifications. The Consultant should provide adequate testing and observation services so that they may assess whether, in their opinion, the work was performed in substantial conformance with these specifications. It shall be the responsibility of the Contractor to assist the Consultant and keep them apprised of work schedules and changes so that personnel may be scheduled accordingly.
- 1.3 It shall be the sole responsibility of the Contractor to provide adequate equipment and methods to accomplish the work in accordance with applicable grading codes or agency ordinances, these specifications and the approved grading plans. If, in the opinion of the Consultant, unsatisfactory conditions such as questionable soil materials, poor moisture condition, inadequate compaction, adverse weather, result in a quality of work not in conformance with these specifications, the Consultant will be empowered to reject the work and recommend to the Owner that grading be stopped until the unacceptable conditions are corrected.

2. DEFINITIONS

- 2.1 **Owner** shall refer to the owner of the property or the entity on whose behalf the grading work is being performed and who has contracted with the Contractor to have grading performed.
- 2.2 **Contractor** shall refer to the Contractor performing the site grading work.
- 2.3 **Civil Engineer or Engineer of Work** shall refer to the California licensed Civil Engineer or consulting firm responsible for preparation of the grading plans, surveying and verifying as-graded topography.

- 2.4 **Consultant** shall refer to the soil engineering and engineering geology consulting firm retained to provide geotechnical services for the project.
- 2.5 **Soil Engineer** shall refer to a California licensed Civil Engineer retained by the Owner, who is experienced in the practice of geotechnical engineering. The Soil Engineer shall be responsible for having qualified representatives on-site to observe and test the Contractor's work for conformance with these specifications.
- 2.6 **Engineering Geologist** shall refer to a California licensed Engineering Geologist retained by the Owner to provide geologic observations and recommendations during the site grading.
- 2.7 **Geotechnical Report** shall refer to a soil report (including all addenda) which may include a geologic reconnaissance or geologic investigation that was prepared specifically for the development of the project for which these Recommended Grading Specifications are intended to apply.

3. MATERIALS

- 3.1 Materials for compacted fill shall consist of any soil excavated from the cut areas or imported to the site that, in the opinion of the Consultant, is suitable for use in construction of fills. In general, fill materials can be classified as *soil* fills, *soil-rock* fills or *rock* fills, as defined below.
- 3.1.1 **Soil fills** are defined as fills containing no rocks or hard lumps greater than 12 inches in maximum dimension and containing at least 40 percent by weight of material smaller than ¾ inch in size.
- 3.1.2 **Soil-rock fills** are defined as fills containing no rocks or hard lumps larger than 4 feet in maximum dimension and containing a sufficient matrix of soil fill to allow for proper compaction of soil fill around the rock fragments or hard lumps as specified in Paragraph 6.2. **Oversize rock** is defined as material greater than 12 inches.
- 3.1.3 **Rock fills** are defined as fills containing no rocks or hard lumps larger than 3 feet in maximum dimension and containing little or no fines. Fines are defined as material smaller than ¾ inch in maximum dimension. The quantity of fines shall be less than approximately 20 percent of the rock fill quantity.

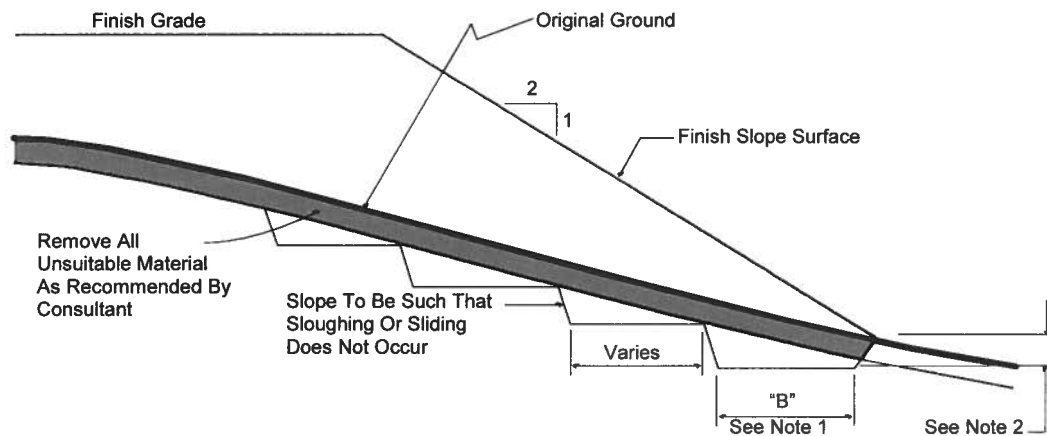
- 3.2 Material of a perishable, spongy, or otherwise unsuitable nature as determined by the Consultant shall not be used in fills.
- 3.3 Materials used for fill, either imported or on-site, shall not contain hazardous materials as defined by the California Code of Regulations, Title 22, Division 4, Chapter 30, Articles 9 and 10; 40CFR; and any other applicable local, state or federal laws. The Consultant shall not be responsible for the identification or analysis of the potential presence of hazardous materials. However, if observations, odors or soil discoloration cause Consultant to suspect the presence of hazardous materials, the Consultant may request from the Owner the termination of grading operations within the affected area. Prior to resuming grading operations, the Owner shall provide a written report to the Consultant indicating that the suspected materials are not hazardous as defined by applicable laws and regulations.
- 3.4 The outer 15 feet of *soil-rock* fill slopes, measured horizontally, should be composed of properly compacted *soil* fill materials approved by the Consultant. *Rock* fill may extend to the slope face, provided that the slope is not steeper than 2:1 (horizontal:vertical) and a soil layer no thicker than 12 inches is track-walked onto the face for landscaping purposes. This procedure may be utilized provided it is acceptable to the governing agency, Owner and Consultant.
- 3.5 Samples of soil materials to be used for fill should be tested in the laboratory by the Consultant to determine the maximum density, optimum moisture content, and, where appropriate, shear strength, expansion, and gradation characteristics of the soil.
- 3.6 During grading, soil or groundwater conditions other than those identified in the Geotechnical Report may be encountered by the Contractor. The Consultant shall be notified immediately to evaluate the significance of the unanticipated condition

4. CLEARING AND PREPARING AREAS TO BE FILLED

- 4.1 Areas to be excavated and filled shall be cleared and grubbed. Clearing shall consist of complete removal above the ground surface of trees, stumps, brush, vegetation, man-made structures, and similar debris. Grubbing shall consist of removal of stumps, roots, buried logs and other unsuitable material and shall be performed in areas to be graded. Roots and other projections exceeding 1½ inches in diameter shall be removed to a depth of 3 feet below the surface of the ground. Borrow areas shall be grubbed to the extent necessary to provide suitable fill materials.

- 4.2 Any asphalt pavement material removed during clearing operations should be properly disposed at an approved off-site facility. Concrete fragments that are free of reinforcing steel may be placed in fills, provided they are placed in accordance with Section 6.2 or 6.3 of this document.
- 4.3 After clearing and grubbing of organic matter and other unsuitable material, loose or porous soils shall be removed to the depth recommended in the Geotechnical Report. The depth of removal and compaction should be observed and approved by a representative of the Consultant. The exposed surface shall then be plowed or scarified to a minimum depth of 6 inches and until the surface is free from uneven features that would tend to prevent uniform compaction by the equipment to be used.
- 4.4 Where the slope ratio of the original ground is steeper than 5:1 (horizontal:vertical), or where recommended by the Consultant, the original ground should be benched in accordance with the following illustration.

TYPICAL BENCHING DETAIL



No Scale

- DETAIL NOTES: (1) Key width "B" should be a minimum of 10 feet, or sufficiently wide to permit complete coverage with the compaction equipment used. The base of the key should be graded horizontal, or inclined slightly into the natural slope.
- (2) The outside of the key should be below the topsoil or unsuitable surficial material and at least 2 feet into dense formational material. Where hard rock is exposed in the bottom of the key, the depth and configuration of the key may be modified as approved by the Consultant.

- 4.5 After areas to receive fill have been cleared and scarified, the surface should be moisture conditioned to achieve the proper moisture content, and compacted as recommended in Section 6 of these specifications.

5. COMPACTION EQUIPMENT

- 5.1 Compaction of *soil* or *soil-rock* fill shall be accomplished by sheepsfoot or segmented-steel wheeled rollers, vibratory rollers, multiple-wheel pneumatic-tired rollers, or other types of acceptable compaction equipment. Equipment shall be of such a design that it will be capable of compacting the *soil* or *soil-rock* fill to the specified relative compaction at the specified moisture content.
- 5.2 Compaction of *rock* fills shall be performed in accordance with Section 6.3.

6. PLACING, SPREADING AND COMPACTION OF FILL MATERIAL

- 6.1 *Soil* fill, as defined in Paragraph 3.1.1, shall be placed by the Contractor in accordance with the following recommendations:
- 6.1.1 *Soil* fill shall be placed by the Contractor in layers that, when compacted, should generally not exceed 8 inches. Each layer shall be spread evenly and shall be thoroughly mixed during spreading to obtain uniformity of material and moisture in each layer. The entire fill shall be constructed as a unit in nearly level lifts. Rock materials greater than 12 inches in maximum dimension shall be placed in accordance with Section 6.2 or 6.3 of these specifications.
- 6.1.2 In general, the *soil* fill shall be compacted at a moisture content at or above the optimum moisture content as determined by ASTM D 1557-02.
- 6.1.3 When the moisture content of *soil* fill is below that specified by the Consultant, water shall be added by the Contractor until the moisture content is in the range specified.
- 6.1.4 When the moisture content of the *soil* fill is above the range specified by the Consultant or too wet to achieve proper compaction, the *soil* fill shall be aerated by the Contractor by blading/mixing, or other satisfactory methods until the moisture content is within the range specified.

-
- 6.1.5 After each layer has been placed, mixed, and spread evenly, it shall be thoroughly compacted by the Contractor to a relative compaction of at least 90 percent. Relative compaction is defined as the ratio (expressed in percent) of the in-place dry density of the compacted fill to the maximum laboratory dry density as determined in accordance with ASTM D 1557-02. Compaction shall be continuous over the entire area, and compaction equipment shall make sufficient passes so that the specified minimum relative compaction has been achieved throughout the entire fill.
- 6.1.6 Where practical, soils having an Expansion Index greater than 50 should be placed at least 3 feet below finish pad grade and should be compacted at a moisture content generally 2 to 4 percent greater than the optimum moisture content for the material.
- 6.1.7 Properly compacted *soil* fill shall extend to the design surface of fill slopes. To achieve proper compaction, it is recommended that fill slopes be over-built by at least 3 feet and then cut to the design grade. This procedure is considered preferable to track-walking of slopes, as described in the following paragraph.
- 6.1.8 As an alternative to over-building of slopes, slope faces may be back-rolled with a heavy-duty loaded sheepsfoot or vibratory roller at maximum 4-foot fill height intervals. Upon completion, slopes should then be track-walked with a D-8 dozer or similar equipment, such that a dozer track covers all slope surfaces at least twice.
- 6.2 *Soil-rock* fill, as defined in Paragraph 3.1.2, shall be placed by the Contractor in accordance with the following recommendations:
- 6.2.1 Rocks larger than 12 inches but less than 4 feet in maximum dimension may be incorporated into the compacted *soil* fill, but shall be limited to the area measured 15 feet minimum horizontally from the slope face and 5 feet below finish grade or 3 feet below the deepest utility, whichever is deeper.
- 6.2.2 Rocks or rock fragments up to 4 feet in maximum dimension may either be individually placed or placed in windrows. Under certain conditions, rocks or rock fragments up to 10 feet in maximum dimension may be placed using similar methods. The acceptability of placing rock materials greater than 4 feet in maximum dimension shall be evaluated during grading as specific cases arise and shall be approved by the Consultant prior to placement.

- 6.2.3 For individual placement, sufficient space shall be provided between rocks to allow for passage of compaction equipment.
- 6.2.4 For windrow placement, the rocks should be placed in trenches excavated in properly compacted *soil* fill. Trenches should be approximately 5 feet wide and 4 feet deep in maximum dimension. The voids around and beneath rocks should be filled with approved granular soil having a Sand Equivalent of 30 or greater and should be compacted by flooding. Windrows may also be placed utilizing an "open-face" method in lieu of the trench procedure, however, this method should first be approved by the Consultant.
- 6.2.5 Windrows should generally be parallel to each other and may be placed either parallel to or perpendicular to the face of the slope depending on the site geometry. The minimum horizontal spacing for windrows shall be 12 feet center-to-center with a 5-foot stagger or offset from lower courses to next overlying course. The minimum vertical spacing between windrow courses shall be 2 feet from the top of a lower windrow to the bottom of the next higher windrow.
- 6.2.6 Rock placement, fill placement and flooding of approved granular soil in the windrows should be continuously observed by the Consultant.
- 6.3 *Rock* fills, as defined in Section 3.1.3, shall be placed by the Contractor in accordance with the following recommendations:
- 6.3.1 The base of the *rock* fill shall be placed on a sloping surface (minimum slope of 2 percent). The surface shall slope toward suitable subdrainage outlet facilities. The *rock* fills shall be provided with subdrains during construction so that a hydrostatic pressure buildup does not develop. The subdrains shall be permanently connected to controlled drainage facilities to control post-construction infiltration of water.
- 6.3.2 *Rock* fills shall be placed in lifts not exceeding 3 feet. Placement shall be by rock trucks traversing previously placed lifts and dumping at the edge of the currently placed lift. Spreading of the *rock* fill shall be by dozer to facilitate *seating* of the rock. The *rock* fill shall be watered heavily during placement. Watering shall consist of water trucks traversing in front of the current rock lift face and spraying water continuously during rock placement. Compaction equipment with compactive energy comparable to or greater than that of a 20-ton steel vibratory roller or other compaction equipment providing suitable energy to achieve the

required compaction or deflection as recommended in Paragraph 6.3.3 shall be utilized. The number of passes to be made should be determined as described in Paragraph 6.3.3. Once a *rock* fill lift has been covered with *soil* fill, no additional *rock* fill lifts will be permitted over the *soil* fill.

- 6.3.3 Plate bearing tests, in accordance with ASTM D 1196-93, may be performed in both the compacted *soil* fill and in the *rock* fill to aid in determining the required minimum number of passes of the compaction equipment. If performed, a minimum of three plate bearing tests should be performed in the properly compacted *soil* fill (minimum relative compaction of 90 percent). Plate bearing tests shall then be performed on areas of *rock* fill having two passes, four passes and six passes of the compaction equipment, respectively. The number of passes required for the *rock* fill shall be determined by comparing the results of the plate bearing tests for the *soil* fill and the *rock* fill and by evaluating the deflection variation with number of passes. The required number of passes of the compaction equipment will be performed as necessary until the plate bearing deflections are equal to or less than that determined for the properly compacted *soil* fill. In no case will the required number of passes be less than two.
- 6.3.4 A representative of the Consultant should be present during *rock* fill operations to observe that the minimum number of “passes” have been obtained, that water is being properly applied and that specified procedures are being followed. The actual number of plate bearing tests will be determined by the Consultant during grading.
- 6.3.5 Test pits shall be excavated by the Contractor so that the Consultant can state that, in their opinion, sufficient water is present and that voids between large rocks are properly filled with smaller rock material. In-place density testing will not be required in the *rock* fills.
- 6.3.6 To reduce the potential for “piping” of fines into the *rock* fill from overlying *soil* fill material, a 2-foot layer of graded filter material shall be placed above the uppermost lift of *rock* fill. The need to place graded filter material below the *rock* should be determined by the Consultant prior to commencing grading. The gradation of the graded filter material will be determined at the time the *rock* fill is being excavated. Materials typical of the *rock* fill should be submitted to the Consultant in a timely manner, to allow design of the graded filter prior to the commencement of *rock* fill placement.
- 6.3.7 *Rock* fill placement should be continuously observed during placement by the Consultant.

7. OBSERVATION AND TESTING

- 7.1 The Consultant shall be the Owner's representative to observe and perform tests during clearing, grubbing, filling, and compaction operations. In general, no more than 2 feet in vertical elevation of *soil* or *soil-rock* fill should be placed without at least one field density test being performed within that interval. In addition, a minimum of one field density test should be performed for every 2,000 cubic yards of *soil* or *soil-rock* fill placed and compacted.
- 7.2 The Consultant should perform a sufficient distribution of field density tests of the compacted *soil* or *soil-rock* fill to provide a basis for expressing an opinion whether the fill material is compacted as specified. Density tests shall be performed in the compacted materials below any disturbed surface. When these tests indicate that the density of any layer of fill or portion thereof is below that specified, the particular layer or areas represented by the test shall be reworked until the specified density has been achieved.
- 7.3 During placement of *rock* fill, the Consultant should observe that the minimum number of passes have been obtained per the criteria discussed in Section 6.3.3. The Consultant should request the excavation of observation pits and may perform plate bearing tests on the placed *rock* fills. The observation pits will be excavated to provide a basis for expressing an opinion as to whether the *rock* fill is properly seated and sufficient moisture has been applied to the material. When observations indicate that a layer of *rock* fill or any portion thereof is below that specified, the affected layer or area shall be reworked until the *rock* fill has been adequately seated and sufficient moisture applied.
- 7.4 A settlement monitoring program designed by the Consultant may be conducted in areas of *rock* fill placement. The specific design of the monitoring program shall be as recommended in the Conclusions and Recommendations section of the project Geotechnical Report or in the final report of testing and observation services performed during grading.
- 7.5 The Consultant should observe the placement of subdrains, to verify that the drainage devices have been placed and constructed in substantial conformance with project specifications.
- 7.6 Testing procedures shall conform to the following Standards as appropriate:

7.6.1 Soil and Soil-Rock Fills:

- 7.6.1.1 Field Density Test, ASTM D 1556-02, *Density of Soil In-Place By the Sand-Cone Method.*
- 7.6.1.2 Field Density Test, Nuclear Method, ASTM D 6938-08A, *Density of Soil and Soil-Aggregate In-Place by Nuclear Methods (Shallow Depth).*
- 7.6.1.3 Laboratory Compaction Test, ASTM D 1557-02, *Moisture-Density Relations of Soils and Soil-Aggregate Mixtures Using 10-Pound Hammer and 18-Inch Drop.*
- 7.6.1.4. Expansion Index Test, ASTM D 4829-03, *Expansion Index Test.*

7.6.2 Rock Fills

- 7.6.2.1 Field Plate Bearing Test, ASTM D 1196-93 (Reapproved 1997) *Standard Method for Nonreparative Static Plate Load Tests of Soils and Flexible Pavement Components, For Use in Evaluation and Design of Airport and Highway Pavements.*

8. PROTECTION OF WORK

- 8.1 During construction, the Contractor shall properly grade all excavated surfaces to provide positive drainage and prevent ponding of water. Drainage of surface water shall be controlled to avoid damage to adjoining properties or to finished work on the site. The Contractor shall take remedial measures to prevent erosion of freshly graded areas until such time as permanent drainage and erosion control features have been installed. Areas subjected to erosion or sedimentation shall be properly prepared in accordance with the Specifications prior to placing additional fill or structures.
- 8.2 After completion of grading as observed and tested by the Consultant, no further excavation or filling shall be conducted except in conjunction with the services of the Consultant.

9. CERTIFICATIONS AND FINAL REPORTS

- 9.1 Upon completion of the work, Contractor shall furnish Owner a certification by the Civil Engineer stating that the lots and/or building pads are graded to within 0.1 foot vertically of elevations shown on the grading plan and that all tops and toes of slopes are within 0.5 foot horizontally of the positions shown on the grading plans. After installation of a section of subdrain, the project Civil Engineer should survey its location and prepare an *as-built* plan of the subdrain location. The project Civil Engineer should verify the proper outlet for the subdrains and the Contractor should ensure that the drain system is free of obstructions.
- 9.2 The Owner is responsible for furnishing a final as-graded soil and geologic report satisfactory to the appropriate governing or accepting agencies. The as-graded report should be prepared and signed by a California licensed Civil Engineer experienced in geotechnical engineering and by a California Certified Engineering Geologist, indicating that the geotechnical aspects of the grading were performed in substantial conformance with the Specifications or approved changes to the Specifications.

LIST OF REFERENCES

1. Anderson, J. G., *Synthesis of Seismicity and Geologic Data in California*, U. S. Geologic Survey Open-File Report 84-424, 1984, pp. 1-186.
2. Boore, D. M., and G. M. Atkinson (2008), *Ground-Motion Prediction for the Average Horizontal Component of PGA, PGV, and 5%-Damped PSA at Spectral Periods Between 0.01 and 10.0 S*, Earthquake Spectra, Volume 24, Issue 1, pages 99-138, February 2008.
3. California Department of Conservation, Division of Mines and Geology, *Probabilistic Seismic Hazard Assessment for the State of California*, Open File Report 96-08, 1996.
4. California Department of Water Resources, Water Data Library.
<http://www.water.ca.gov/waterdatalibrary>.
5. California Geological Survey, *Seismic Shaking Hazards in California*, Based on the USGS/CGS Probabilistic Seismic Hazards Assessment (PSHA) Model, 2002 (revised April 2003). 10% probability of being exceeded in 50 years.
<http://redirect.conservation.ca.gov/cgs/rghm/pshamap/pshamain.html>
6. Campbell, K. W. and Y. Bozorgnia, *NGA Ground Motion Model for the Geometric Mean Horizontal Component of PGA, PGV, PGD and 5% Damped Linear Elastic Response Spectra for Periods Ranging from 0.01 to 10 s*, Preprint of version submitted for publication in the NGA Special Volume of Earthquake Spectra, Volume 24, Issue 1, pages 139-171, February 2008.
7. Chiou, Brian S.J. and Robert R. Youngs, *A NGA Model for the Average Horizontal Component of Peak Ground Motion and Response Spectra*, preprint for article to be published in NGA Special Edition for Earthquake Spectra, Spring 2008.
8. Jennings, C. W., 1994, California Division of Mines and Geology, *Fault Activity Map of California and Adjacent Areas*, California Geologic Data Map Series Map No. 6.
9. Kennedy, M. P. and S. S. Tan, *Geologic Map of the Oceanside 30'x60' Quadrangle, California*, USGS Regional Map Series, Scale 1:100,000, 2005.
10. Risk Engineering, *EZ-FRISK*, 2011.
11. United States Department of Agriculture, *1953 Stereoscopic Aerial Photographs, Flight AXN-14M*, Photos Nos. 82 and 83 (scale 1:20,000).
12. Unpublished reports and maps on file with Geocon Incorporated.
13. USGS computer program, *Seismic Hazard Curves and Uniform Hazard Response Spectra*.
14. Woodward-Clyde, *Update Geotechnical Investigation Bernardo Industrial Park North, Lot 11, San Diego, California*, dated February 27, 1997.
15. Woodward-Clyde, *Update Geotechnical Investigation, Bernardo Industrial Park North, Lot 11, San Diego, California*, dated June 6, 1997.

APPENDIX C

Air Quality Technical Report

Palomar Community College District South Education Center Project AIR QUALITY TECHNICAL REPORT

March 2016

Prepared for:



Palomar Community College District
San Marcos Campus
1140 West Mission Road
San Marcos, California 92069

Prepared by:

ATKINS

3570 Carmel Mountain Road, Suite 300
San Diego, California 92130
858.874.1810
Atkins #100028572

Table of Contents

1.0	Summary	1
2.0	Project Description	1
3.0	Regulatory Framework.....	4
3.1	Federal	4
3.2	State.....	6
3.3	Regional	9
4.0	Existing Conditions.....	11
4.1	Climate.....	11
4.2	Air Pollutants	12
4.3	Ambient Air Pollutant Levels	15
4.4	Attainment Status.....	17
4.5	Sensitive Receptors and Locations	17
5.0	Methodology and Significance Criteria	17
5.1	Methodology	17
5.2	Significance Criteria	19
6.0	Impact Analysis and Mitigation Measures.....	20
6.1	Issue 1: Conformance to Federal and State Ambient Air Quality Standards	20
6.2	Issue 2: Impacts to Sensitive Receptors	21
6.3	Issue 3: Objectionable Odors	22
6.4	Issue 4: Consistency with Regional Plans	23
6.5	Cumulative Impacts	24
6.6	Conclusion	26
7.0	References.....	27

APPENDIX

A	Air Quality Data
---	------------------

FIGURES

Figure 1	Project Area	2
Figure 2	Site Plan	3

TABLES

Table 1	National and California Ambient Air Quality Standards.....	5
Table 2	Air Quality Monitoring Data	16
Table 3	Attainment Status for the San Diego Air Basin	17
Table 4	Thresholds of Significance	19
Table 5	Maximum Daily Emissions Per Construction Activity.....	20
Table 6	Operation Maximum Daily Emissions	21
Table 7	Localized Carbon Monoxide Concentrations	22

This air quality technical report assesses the potential for air quality impacts to occur in conjunction with the development of the proposed Palomar Community College District (PCCD) South Education Center, herein referred to as the “project.” The project would consist of a new 1,200 feet loop road, and interior retrofits of the existing building structure to meet educational needs of future students. The existing building has 68,255 assignable square feet (ASF). It is located at 11111 Rancho Bernardo Road within the City of San Diego on a 27-acre property that PCCD acquired in 2010. This report is intended to satisfy the project’s requirement for an air quality impact analysis by examining the impacts of the proposed project and identifying mitigation measures where applicable to address significant air quality impacts.

1.0 Summary

Construction and operation of the proposed project would not exceed the air quality significance thresholds. No carbon monoxide hot spots would occur as a result of the project. No direct or cumulative impacts related to objectionable odors would occur. Therefore, no mitigation measures are required for the project. The proposed project would not result in significant growth; instead, it serves the existing population. Therefore, it would comply with RAQS and SIP.

2.0 Project Description

Figure 1 (Project Area) illustrates the project’s location and surrounding uses. The site is currently developed with a graded pad containing a vacant four-story, 110,000-square foot building accompanied by a detached four-level, 574-space parking structure and 218 space surface parking lot. The existing building structure has limited interior improvements. The existing development occupies the central portion of the site with approximately 12.6 acres of the site remaining undeveloped pursuant to existing open space easements. The proposed project would convert the existing building into a comprehensive community college education center, build a new looped road from the existing parking lot to the existing on-site access road, implement drainage improvements, and install walkways, hardscape areas, and landscaping. Figure 2 (Site Plan) shows a plan view of the proposed site plan with the looped road.

Interior building improvements include tenant fit-out and construction of three four-story stairwells. Interior improvements would be made to the existing building structure to create an education center that meets the facility and space needs identified in the PCCD Educational Master Plan Update. The education center building is proposed to include the following: 1,000 ASF of lobby; 37,470 ASF of academic (lecture and laboratory); 4,600 ASF of faculty offices and support; 10,290 ASF of library resource and instructional support lab; 1,250 ASF of division offices and support; 4,666 ASF of student support services; 5,480 ASF of merchandizing and food services; 1,900 ASF of physical plant facilities and support; 869 ASF of security; and 730 ASF of information systems (IS). It is anticipated that the South Education Center will accommodate 3,470 FTES at maximum capacity. The proposed project would incorporate enhanced energy efficiency design features into the interior building design to promote energy efficiency and reduce area source pollutants.



Source: GoogleEarthPro, Atkins 2015

ATKINS

FIGURE 1
Project Area

100028572



FIGURE 2
Site Plan

100028572

ATKINS

Source: LPA 2014

3.0 Regulatory Framework

The PCCD South Education Center is subject to major air quality planning programs by both the federal Clean Air Act (CAA) of 1970 and its 1977 and 1990 amendments, as well as the California CAA of 1988. Both the federal and State statutes provide for ambient air quality standards to protect public health, timetables for progressing toward achieving and maintaining ambient standards, and the development of plans to guide the air quality improvement efforts of State and local agencies. Within the San Diego region, air quality is monitored, evaluated, and controlled by the EPA, CARB, and San Diego APCD, as described in the following sections.

3.1 Federal

Federal Clean Air Act

The Clean Air Act (CAA) of 1970 and the CAA Amendments of 1971 required the U.S. Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) with states retaining the option to adopt more stringent standards or to include other specific pollutants. On April 2, 2007, the Supreme Court found that greenhouse gases, including carbon dioxide, are air pollutants covered by the CAA; however, no NAAQS have been established for greenhouse gases.

These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Current NAAQS are listed in Table 1. Areas that meet the ambient air quality standards are classified as “attainment” areas while areas that do not meet these standards are classified as “non-attainment” areas.

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is 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. The EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

Federal Energy Policy and Conservation Act

In 1975, Congress enacted the Federal Energy Policy and Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration is responsible for establishing additional vehicle standards. In 2010, fuel economy standards were set at 27.5 miles per gallon (mpg) for new passenger cars and 23.5 mpg for new light trucks. Fuel economy is determined based on each manufacturer’s average fuel economy for the fleet of vehicles available for sale in the United States.

Table 1 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ⁽¹⁾	Federal Standards ⁽²⁾	
		Concentration ⁽³⁾	Primary ^(3,4)	Secondary ^(3,5)
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	--	Same as Primary Standards
	8-hour	0.070 ppm (137 µg/m ³)	0.075 ppm (147 µg/m ³)	
Respirable Particulate Matter (PM ₁₀)	24 Hour	50 µg/m ³	150 µg/m ³	Same as Primary Standards
	Annual Arithmetic Mean	20 µg/m	--	
Fine Particulate Matter (PM _{2.5})	24 Hour	No Separate State Standard	35 µg/m ³	Same as Primary Standards
	Annual Arithmetic Mean	12 µg/m ³	12 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)	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	.053 ppm (100 µg/m ³) ⁶	Same as Primary Standard
	1-hour	0.18 ppm (339 mg/m ³)	100 ppb (188 µg/m ³) ⁶	None
Sulfur Dioxide (SO ₂)	24 Hour	0.04 ppm (105 µg/m ³)	--	--
	3 Hour	--	--	0.5 ppm (1300 µg/m ³) ⁷
	1-hour	0.25 ppm (655 µg/m ³)	75 ppb (196 µg/m ³) ⁷	--
Lead ⁽⁸⁾	30 Day Average	1.5 µg/m ³	--	--
	Calendar Quarter	--	1.5 µg/m ³	Same as Primary Standard
	Rolling 3-Month Average ⁽⁹⁾	--	0.15 µg/m ³	
Visibility Reducing Particles	8-hour	Extinction coefficient of 0.23 per kilometer - visibility of 10 miles or more due to particles.	No Federal Standards	
Sulfates	24 Hour	25 µg/m ³	No Federal Standards	
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m ³)	No Federal Standards	
Vinyl Chloride ⁽⁸⁾	24 Hour	0.01 ppm (26 µg/m ³)	No Federal Standards	

ppm= parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter; mg/m³ = milligrams per cubic meter

⁽¹⁾ California standards for ozone, CO, SO₂ (1-hour and 24-hour), NO₂, PM₁₀, 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.

⁽²⁾ National standards, other than 1-hour ozone, 8-hour ozone, 24-hour PM₁₀, 24-hour PM_{2.5}, and those based on annual averages, are not to be exceeded more than once a year. The 1-hour ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the annual fourth-highest daily maximum 8-hour concentrations is below 0.08 ppm. The 24-hour PM₁₀ standard is attained when the 3-year average of the 99th percentile 24-hour concentrations is below 150 µg/m³. The 24-hour PM_{2.5} standard is attained when the 3-year average of the 98th percentile 24-hour concentrations is below 65 µg/m³.

⁽³⁾ Concentration expressed first in units in which it was promulgated. Equivalent units given in parenthesis are based on a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar). All measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury; parts per million (ppm) in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

⁽⁴⁾ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

⁽⁵⁾ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

⁽⁶⁾ To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm (effective January 22, 2010). Note that the EPA standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 53 ppb and 100 ppb are identical to 0.053 ppm and 0.100 ppm, respectively.

⁽⁷⁾ On June 2, 2010, a new 1-hour SO₂ 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 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. To directly compare the new primary 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.

⁽⁸⁾ The CARB has identified lead and vinyl chloride as 'toxic air contaminants' 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.

⁽⁹⁾ National lead standard, rolling 3-month average: final rule signed October 15, 2008.

Source: CARB 2013.

Energy Independence and Security Act of 2007

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law. In addition to setting increased corporate average fuel economy standards for motor vehicles, the act includes other provisions related to energy efficiency:

- Renewable fuel standard (RFS) (Section 202)
- Appliance and lighting efficiency standards (Sections 301–325)
- Building energy efficiency (Sections 411–441)

This federal legislation requires ever-increasing levels of renewable fuels to replace petroleum (Section 202, RFS). The U.S. Environmental Protection Agency (EPA) is responsible for developing and implementing regulations to ensure that transportation fuel sold in the United States contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel producers, and many other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the Energy Independence and Security Act of 2007 (EISA), the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of greenhouse gas (GHG) emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of our nation’s renewable fuels sector. The updated program is referred to as RFS2 and includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline.
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022.
- EISA established new categories of renewable fuel and set separate volume requirements for each one.
- EISA required the EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces (EPA 2015)

Additional provisions of EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green jobs.”

3.2 State

California Clean Air Act

The federal CAA (and its subsequent amendments) also requires each state to prepare an air quality control plan referred to as the SIP. The federal CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. SIPs include strategies and control measures to attain the NAAQS by deadlines established in the federal 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. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the federal CAA.

The SDAPCD is the agency responsible for preparing and implementing the portion of the California SIP applicable to the SDAB for attaining the NAAQS for 8-hour ozone. The Eight Hour Ozone Attainment Plan for San Diego County (SDAPCD 2007) identifies control measures to reduce emissions of ozone precursors and complies with the federal SIP requirements. This plan accommodates emissions from all sources, including natural sources, through implementation of control measures, where feasible, on stationary sources to attain the standards. Mobile sources are regulated by the USEPA and the CARB, and the emissions and reduction strategies related to mobile sources are considered in the SIP. The SIP does not address impacts from sources of PM₁₀ or PM_{2.5}, although it does include control measures (rules) to regulate stationary source emissions of those pollutants. These SIP-approved rules may be used as a guideline to determine whether a project's emissions would have the potential to conflict with the SIP and thereby hinder attainment of the NAAQS for ozone.

California State Implementation Plan

The federal CAA (and its subsequent amendments) also requires each state to prepare an air quality control plan referred to as the SIP. The federal CAA Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. SIPs include strategies and control measures to attain the NAAQS by deadlines established in the federal 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. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the federal CAA.

The SDAPCD is the agency responsible for preparing and implementing the portion of the California SIP applicable to the SDAB for attaining the NAAQS for 8-hour ozone. The Eight Hour Ozone Attainment Plan for San Diego County (SDAPCD 2007) identifies control measures to reduce emissions of ozone precursors and complies with the federal SIP requirements. This plan accommodates emissions from all sources, including natural sources, through implementation of control measures, where feasible, on stationary sources to attain the standards. Mobile sources are regulated by the USEPA and the CARB, and the emissions and reduction strategies related to mobile sources are considered in the SIP. The SIP does not address impacts from sources of PM₁₀ or PM_{2.5}, although it does include control measures (rules) to regulate stationary source emissions of those pollutants. These SIP-approved rules may be used as a guideline to determine whether a project's emissions would have the potential to conflict with the SIP and thereby hinder attainment of the NAAQS for ozone.

Title 24 of the California Code of Regulations

Energy consumption by new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and nonresidential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process. Local government agencies may adopt and enforce energy standards for new buildings, provided these standards meet or exceed those provided in Title 24 guidelines. Title 24, Part 6, does not apply to hospitals, but applies to other facilities associated with the medical center, such as the medical office buildings.

Senate Bill 1368

On September 29, 2006, Governor Arnold Schwarzenegger signed into law Senate Bill 1368 (Perata, Chapter 598, Statutes of 2006). The law limits long-term investments in baseload generation by the state's

utilities to power plants that meet an emissions performance standard jointly established by the California Energy Commission (CEC) and the California Public Utilities Commission. The CEC has designed regulations that:

- Establish a standard for baseload generation owned by, or under long-term contract to publicly owned utilities, of 1,100 pounds CO₂ per megawatt-hour (MWh). This will encourage the development of power plants that meet California's growing energy needs while minimizing their emissions of GHGs;
- Require posting of notices of public deliberations by publicly owned utilities on long-term investments on the CEC website. This will facilitate public awareness of utility efforts to meet customer needs for energy over the long-term while meeting the state's standards for environmental impact; and
- Establish a public process for determining the compliance of proposed investments with the EPS [emissions performance standard] (Perata, Chapter 598, Statutes of 2006).

Assembly Bill 1493

Adopted in 2002 by the state legislature, Assembly Bill 1493 ("Pavley" regulations) required that the California Air Resources Board (CARB) develop and adopt, no later than January 1, 2005, regulations to achieve the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles.

The first California request to implement GHG standards for passenger vehicles, known as a waiver request, was made in December 2005 and was denied by the EPA in March 2008. That decision was based on a finding that California's request to reduce GHG emissions from passenger vehicles did not meet the Clean Air Act requirement of showing that the waiver was needed to meet "compelling and extraordinary conditions."

The EPA granted California the authority to implement GHG emission reduction standards for new passenger cars, pickup trucks, and sport utility vehicles on June 30, 2009. On September 24, 2009, CARB adopted amendments to the Pavley regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016. These amendments are part of California's commitment to a nationwide program to reduce new passenger vehicle GHGs from 2012 through 2016. CARB's September 2009 amendments will allow for California's enforcement of the Pavley rule while providing vehicle manufacturers with new compliance flexibility. The amendments also prepare California to harmonize its rules with the federal rules for passenger vehicles.

It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016, all while improving fuel efficiency and reducing motorists' costs. CARB has adopted a new approach to passenger vehicles—cars and light trucks—by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plugin hybrids and zero-emission vehicles in California (CARB 2013a).

Assembly Bill 2076

The CEC and CARB are directed by AB 2076 (passed in 2000) to develop and adopt recommendations for reducing dependence on petroleum. A performance---based goal is to reduce petroleum demand to 15 percent less than 2003 demand by 2020.

Senate Bill 375, Sustainable Communities and Climate Protection Act

Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008, enhances California's ability to reach its Assembly Bill 32 goals by promoting good planning with the goal of more sustainable communities. Senate Bill 375 requires the CARB to develop regional GHG emissions reduction targets for passenger vehicles to be achieved by 2020 and 2035, and requires the regional Metropolitan Planning Organizations, such as SANDAG, to develop Sustainable Communities Strategies in their regional transportation plans. The Sustainable Communities Strategies demonstrate how each region will meet the CARB's emissions reduction targets through integrated land use, housing, and transportation planning to reduce the amount of vehicle miles travelled within their respective regions.

In addition to standards set for the six criteria pollutants, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles (Table 1); however, these are not pollutants of concern for the project because construction and operation of the project would not result in emissions of these pollutants. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Further, in addition to primary and secondary CAAQS, the state has established a set of episode criteria for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and particulate matter. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health.

3.3 Regional

Although the PCCD is constitutionally autonomous and is therefore exempt from municipal regulation, regional standards (City of San Diego) may be relevant in establishing guidelines and evaluating impacts. The PCCD typically pursues consistency with local general plans, ordinances, and policies where feasible. Furthermore, regional regulations are relevant for addressing impacts to adjacent sensitive receptors located within the County's and City's jurisdiction.

City of San Diego General Plan

The City of San Diego General Plan contains policies designed to reduce air pollutants emissions from motor vehicles. The Conservation Element includes a goal defined under Climate Change and Sustainable Development to reduce the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management (City of San Diego 2008). Improving energy efficiency and reducing vehicle trips would also reduce emissions of criteria air pollutants. The Conservation Element also includes a goal for regional air quality which meets state and federal standards. Policies applicable to the proposed project include CE-A.5, CE-A.9, CE-A.11, CE-A.12, CE-I.4, CE-I.5, CE-I.8, CE-I.9, CE-I.10.

San Diego County Regional Air Quality Strategy

The San Diego Air Pollution Control District (SDAPCD) is the local agency responsible for the administration and enforcement of air quality regulations for San Diego County. The SDAPCD regulates most air pollutant sources, except for motor vehicles, marine vessels, aircrafts, and agricultural equipment, which are regulated by the CARB or the EPA. State and local government projects, as well as projects proposed by the private sector, are subject to SDAPCD requirements if the sources are regulated by the SDAPCD. Additionally, the SDAPCD, along with the CARB, maintains and operates ambient air quality monitoring

stations at numerous locations throughout San Diego County. These stations are used to measure and monitor criteria and toxic air pollutant levels in the ambient air.

The SDAPCD and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin (SDAB). The San Diego County Regional Air Quality Strategy (RAQS) was initially adopted in 1991, and is updated on a triennial basis. The RAQS was updated in 1995, 1998, 2001, 2004, and most recently in April 2009. The RAQS outlines the SDAPCD's plans and control measures designed to attain the state air quality standards for ozone. The SDAPCD has also developed the SDAB's input to the SIP, which is required under the Federal CAA for pollutants that are designated as being in non-attainment of national air quality standards for the basin.

The RAQS relies on information from CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the county, to project future emissions and then establish the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the cities and by the County of San Diego as part of the development of the County's General Plan. As such, projects that propose development that is consistent with the growth anticipated by the general plans would be consistent with the RAQS. In the event that a project would propose development which is less dense than anticipated within the general plan, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than that anticipated in the general plan and SANDAG's growth projections, the project might be in conflict with the RAQS and SIP, and might have a potentially significant impact on air quality.

SDAPCD Rules

The SDAPCD has adopted rules and regulations that govern stationary sources within the SDAB. SDAPCD rules that would be applicable to the proposed project include the following:

- **Rule 51—Nuisance.** Rule 51 prohibits the discharge from any source such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.
- **Rule 52—Particulate Matter.** Rule 52 prohibits the discharge of particulate matter into the atmosphere from any source (except stationary internal combustion engines) in excess of 0.10 grain per dry standard cubic feet (0.23 grams per dry standard cubic meter) of gas.
- **Rule 55—Fugitive Dust Control.** Rule 55 applies to any commercial construction or demolition activity capable of generating fugitive dust emissions, and requires that visible dust emissions be controlled such that they do not extend beyond the property line for more than three minutes in any 60-minute period, and also requires track-out/carry-out dust to be controlled.
- **Rule 67.0—Architectural Coatings.** Rule 67.0 establishes the VOC content of architectural coatings that is allowed within the SDAB for various types of coatings.
- **Rule 1210—Toxic Air Contaminant Public Health Risks.** Rule 1210 applies to each stationary source required to prepare a public health risk assessment pursuant to California Health and Safety Section 44360, and implements public notification and risk reductions requirements for TACs.

Palomar College 2022 Educational and Facilities Master Plan

The Palomar College 2022 Educational and Facilities Master Plan is comprised of two main components, which are linked together: the Educational Master Plan which addresses all PCCD campuses and educational centers (see below), and the San Marcos Campus Facilities Master Plan. The Educational Master Plan forecasts the future educational programs and enrollment for the PCCD, and has projected a total enrollment of 47,500 students at all campuses by the year 2022. An EIR for the San Marcos Campus Facilities Master Plan was certified by the PCCD governing board on November 10, 2009. The EIR included general project design features (PDF) and standard construction practices that could apply to its other satellite campuses including the south education center. The applicable PDF's and SCP's related to energy usage from the 2009 EIR include the following:

- Utl-PDF-1** High-efficiency, Energy Star®-rated, or higher, equipment will be installed in new and remodeled buildings under the Master Plan, if economically feasible. Prior to issuance of a Notice of Completion for each applicable Master Plan building, the proper installation and operation of said equipment will be approved by a Division of State Architect (DSA)-certified inspector.
- Utl-PDF-5** New and remodeled buildings will be designed to meet minimum LEED standards, or equivalent, for New Construction certification. During the design review process, PCCD will ensure that appropriate LEED building features, or equivalent, are shown on the plans. At a minimum, all Master Plan buildings will meet Title 24 requirements; be constructed with at least 25 percent recycled materials; include passive heating and cooling systems such as insulation and ventilation to reduce energy usage; include energy-efficient lighting fixtures such as fluorescent lighting for interior uses, and light-emitting diodes (LEDs) for exterior uses; and be designed for a 50-year life span or greater.
- Utl-PDF-6** PCCD will continue to coordinate with SDG&E to enroll all eligible Master Plan projects into the Savings by Design Program, which provides energy efficiency techniques for nonresidential new construction and renovation/remodeling projects. During the design review process, PCCD will contact SDG&E to determine funding availability for this program and to learn about program options that will enhance energy performance for Master Plan implementation.

4.0 Existing Conditions

4.1 Climate

Regional climate and local meteorological conditions influence ambient air quality. The PCCD South Education Center is located in the SDAB. The climate of the SDAB is dominated by a semi-permanent high pressure cell located over the Pacific Ocean. This cell influences the direction of prevailing winds (westerly to northwesterly) and maintains clear skies for much of the year. It also drives the dominant onshore circulation and helps create two types of temperature inversions, subsidence and radiation, that contribute to local air quality degradation.

Subsidence inversions occur during warmer months, as descending air associated with the Pacific high-pressure cell comes into contact with cool marine air. The boundary between the two layers of air represents a temperature inversion that traps pollutants below it. Radiation inversions typically develop

on winter nights with low wind speeds, when air near the ground cools by radiation, and the air aloft remains warm. A shallow inversion layer that can trap pollutants is formed between the two layers.

In the vicinity of the project area, the nearest climatological monitoring station with complete climate data is located at Poway Valley, approximately 8 miles southeast of the project site. Climatological monitoring stations generally collect temperature and precipitation data. The normal precipitation in the Poway Valley area is 13 inches annually, occurring primarily from November through March (WRCC, 2012). The normal daily maximum temperature in Poway Valley is 86 degrees Fahrenheit (°F) in August, and the normal daily minimum temperature is 39 °F in December, according to the Western Regional Climate Center (WRCC 2015).

4.2 Air Pollutants

Air quality is defined by ambient air concentrations of specific pollutants identified by the U.S. Environmental Protection Agency (USEPA) to be of concern with respect to health and welfare of the general public. Historically, air quality laws and regulations have divided air pollutants into two broad categories, “criteria air pollutants” and “toxic air contaminants” (TACs), which are described below.

Criteria Air Pollutants

Federal and state laws regulate the air pollutants emitted into the ambient air by stationary and mobile sources. These regulated air pollutants are known as “criteria air pollutants” and are categorized as primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide, volatile organic compounds (VOCs), nitrogen oxides (NO_x), sulfur dioxide (SO₂), and most fine particulate matter including lead and fugitive dust (PM₁₀ and PM_{2.5}) are primary air pollutants. Of these, carbon monoxide, SO₂, PM₁₀, PM_{2.5}, and lead are criteria pollutants. VOCs and NO_x are criteria pollutant precursors that go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone and NO₂ are the principal secondary pollutants. Diesel particulate matter is a mixture of particles and is a component of diesel exhaust. The EPA lists diesel exhaust as a mobile source air toxic due to the cancer and non-cancer health effects associated with exposure to whole diesel exhaust.

Presented below is a description of each of the primary and secondary criteria air pollutants and their known health effects.

Carbon Monoxide is an odorless, colorless, and toxic gas. Because it is impossible to see, taste, or smell the toxic fumes, carbon monoxide can kill people before they are aware that it is in their homes. At lower levels of exposure, carbon monoxide causes mild effects that are often mistaken for the flu. These symptoms include headaches, dizziness, disorientation, nausea, and fatigue. The effects of carbon monoxide exposure can vary greatly from person to person depending on age, overall health, and the concentration and length of exposure (EPA 2010). The major sources of carbon monoxide in the SDAB are on-road vehicles, aircraft, and off-road vehicles and equipment.

Volatile Organic Compounds (VOCs) are defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. VOCs consist of non-methane hydrocarbons and oxygenated hydrocarbons. Hydrocarbons are organic compounds that contain only hydrogen and carbon atoms. Non-methane hydrocarbons are hydrocarbons that do not contain the un-reactive hydrocarbon, methane. Oxygenated hydrocarbons are hydrocarbons with oxygenated functional groups attached.

It should be noted that there are no CAAQS or NAAQS for VOCs because they are not classified as criteria pollutants. They are regulated, however, because a reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, which contribute to higher PM₁₀ levels and lower visibility. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations because of interference with oxygen uptake. In general, higher concentrations of VOCs are suspected to cause eye, nose, and throat irritation; headaches; loss of coordination; nausea; and damage to the liver, kidneys, and central nervous system (EPA 1999).

The major sources of VOCs in the SDAB are on-road motor vehicles and solvent evaporation. Benzene, a VOC and known carcinogen, is emitted into the air from gasoline service stations (fuel evaporation), motor vehicle exhaust, tobacco smoke, and from burning oil and coal. Benzene is also sometimes used as a solvent for paints, inks, oils, waxes, plastic, and rubber. It is used in the extraction of oils from seeds and nuts. It is also used in the manufacture of detergents, explosives, dyestuffs, and pharmaceuticals. Short-term (acute) exposure of high doses of benzene from inhalation may cause dizziness, drowsiness, headaches, eye irritation, skin irritation, and respiratory tract irritation. At higher levels, unconsciousness can occur. Long-term (chronic) occupational exposure of high doses by inhalation has caused blood disorders, including aplastic anemia and lower levels of red blood cells (EPA 1999).

Nitrogen Oxides are a byproduct of fuel combustion and serve as integral components in the process of photochemical smog production. The two major forms of NO_x are nitric oxide and nitrogen dioxide (NO₂). Nitric oxide is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. NO₂ is a reddish-brown, irritating gas formed by the combination of nitric oxide and oxygen. NO_x acts as an acute respiratory irritant and increases susceptibility to respiratory pathogens. NO_x is also an ozone precursor. A precursor is a directly emitted air contaminant that, when released into the atmosphere, forms, causes to be formed, or contributes to the formation of a secondary air contaminant for which a NAAQS has been adopted, or whose presence in the atmosphere will contribute to the violation of one or more NAAQS. When NO_x and VOCs are released in the atmosphere, they chemically react with one another in the presence of sunlight to form ozone.

Ozone is one of a number of substances called photochemical oxidants that are formed when VOCs and NO_x (both byproducts of the internal combustion engine) react with sunlight. Ozone is present in relatively high concentrations in the SDAB, and the damaging effects of photochemical smog are generally related to ozone concentrations. Ozone may pose a health threat to those who already suffer from respiratory diseases as well as healthy people. Additionally, ozone has been tied to crop damage, typically in the form of stunted growth and pre-mature death. Ozone can also act as a corrosive, resulting in property damage such as the embitterment of rubber products.

Lead (Pb) is a solid heavy metal that can exist in air pollution as an aerosol particle component. An aerosol is a collection of solid, liquid, or mixed-phase particles suspended in the air. Lead was first regulated as an air pollutant in 1976. Leaded gasoline was first marketed in 1923 and was used in motor vehicles until around 1970. The exclusion of lead from gasoline helped to decrease emissions of lead in the United States from 219,000 to 4,000 tons per year between 1970 and 1997. Even though leaded gasoline has been phased out in most countries, some, such as Egypt and Iraq, still use at least some leaded gasoline (United Nations Environment Programme 2010). Lead ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based paint, solid waste disposal, and physical weathering of

surfaces containing lead. The mechanisms by which lead can be removed from the atmosphere (sinks) include deposition to soils, ice caps, oceans, and inhalation.

Lead accumulates in bones, soft tissue, and blood and can affect the kidneys, liver, and nervous system. The more serious effects of lead poisoning include behavioral disorders, mental retardation, and neurological impairment. Low levels of lead in fetuses and young children can result in nervous system damage, which can cause learning deficiencies and low intelligence quotients. Lead may also contribute to high blood pressure and heart disease. Lead concentrations once exceeded the state and national air quality standards by a wide margin but have not exceeded these standards at any regular monitoring station since 1982. Lead is no longer an additive to normal gasoline, which is the main reason that concentration of lead in the air is now much lower. The proposed project would not emit lead; therefore, lead has been eliminated from further review in this analysis.

Sulfur Dioxide is a colorless, pungent gas. At levels greater than 0.5 ppm, the gas has a strong odor, similar to rotten eggs. Sulfuric acid is formed from SO_2 and is an aerosol particle component that may lead to acid deposition. Acid deposition into water, vegetation, soil, or other materials can harm natural resources and materials. Sulfur oxides include SO_2 and sulfur trioxide. Although SO_2 concentrations have been reduced to levels well below state and national standards, further reductions are desirable because SO_2 is a precursor to sulfates. Sulfates are a particulate formed through the photochemical oxidation of SO_2 . Long-term exposure to high levels of SO_2 can cause irritation of existing cardiovascular disease, respiratory illness, and changes in the defenses in the lungs. When people with asthma are exposed to high levels of SO_2 for short periods of time during moderate activity, effects may include wheezing, chest tightness, or shortness of breath.

Particulate Matter consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulate, also known as fugitive dust, are now recognized. Course particles (PM_{10}) include that portion of the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 one-millionths of a meter or 0.0004 inch) or less. Fine particles ($\text{PM}_{2.5}$) have an aerodynamic diameter of 2.5 microns, that is 2.5 one-millionths of a meter or 0.0001 inch or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities; however, wind action on the arid landscape also contributes substantially to the local particulate loading. Both PM_{10} and $\text{PM}_{2.5}$ may adversely affect the human respiratory system, especially in those people who are naturally sensitive or susceptible to breathing problems.

Fugitive dust poses primarily two public health and safety concerns. The first concern is that of respiratory problems attributable to the suspended particulates in the air. The second concern is that of motor vehicle accidents caused by reduced visibility during severe wind conditions. Fugitive dust may also cause significant property damage during strong windstorms by acting as an abrasive material agent (similar to sandblasting activities). Finally, fugitive dust can result in a nuisance factor due to the soiling of proximate structures and vehicles.

Diesel particulate matter is a mixture of many exhaust particles and gases that is produced when an engine burns diesel fuel. Many compounds found in diesel exhaust are carcinogenic, including 16 that are classified as possibly carcinogenic by the International Agency for Research on Cancer. Diesel particulate matter includes the particle-phase constituents in diesel exhaust. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation and exposure can cause coughs, headaches, light-headedness, and nausea. Diesel exhaust is a major source of ambient fugitive dust pollution as well, and numerous studies have linked elevated fugitive dust levels in the air to increased hospital admission, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory

problems (OEHHA 2001) diesel particulate matter in the SDAB poses the greatest cancer risk of all the toxic air pollutants.

Sulfates are the fully oxidized ionic form of sulfur. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to sulfur dioxide during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of sulfur dioxide to sulfates takes place comparatively rapidly and completely in urban areas of California due to regional meteorological features. The CAAQS for sulfates is designed to prevent aggravation of respiratory symptoms. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation. Breathing hydrogen sulfide at levels above the standard would result in exposure to a very disagreeable odor. In 1984, a CARB committee concluded that the CAAQS for hydrogen sulfide is adequate to protect public health and to significantly reduce odor annoyance.

Vinyl Chloride, a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents. Short-term exposure to high levels of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Long-term exposure to vinyl chloride through inhalation and oral exposure causes liver damage. Cancer is a major concern from exposure to vinyl chloride via inhalation. Vinyl chloride exposure has been shown to increase the risk of angiosarcoma, a rare form of liver cancer, in humans.

Toxic Air Contaminants

TACs are a category of air pollutants that have been shown to have an impact on human health but are not classified as criteria pollutants. Examples include certain aromatic and chlorinated hydrocarbons, certain metals, and asbestos. TACs are generated by a number of sources, including construction activities; area sources, such as architectural coatings for maintenance purposes, fuel combustion emissions from landscape maintenance equipment, and energy use from space and water heating; stationary sources, such as diesel emergency generators and laboratories; and mobile sources. Adverse health effects of TACs can be carcinogenic (cancer-causing), short-term (acute) non-carcinogenic, and long-term (chronic) non-carcinogenic. However, the emission of TACs should not automatically be equated with a significant health risk. Other factors such as the amount of the chemical, its toxicity, how it's released into the air, the weather, and the terrain can all influence whether emissions could be hazardous to human health.

4.3 Ambient Air Pollutant Levels

The SDAPCD operates a network of ambient air monitoring stations throughout San Diego County. The purpose of the monitoring stations is to measure ambient concentrations of air pollutants and determine whether the ambient air quality meets the NAAQS and the CAAQS. The closest ambient monitoring station to the project site is the Escondido-E Valley Parkway station, approximately ten miles north of the project

site. This station does not monitor levels of sulfur dioxide (SO₂). The next closest monitoring station that provides SO₂ data is the San Diego-1110 Beardsley Street station. Table 2 presents a summary of the ambient pollutant concentrations monitored at the Escondido-E Valley Parkway station during the last three years (2012 through 2014).

Table 2 Air Quality Monitoring Data

Pollutant	Monitoring Station	2012	2013	2014
Carbon Monoxide (CO)				
Maximum 8-hour concentration (ppm)	Escondido-E Valley Parkway	3.70	...(1)	...(1)
Days above state or federal standard (>9.0 ppm)		0	0	0
Nitrogen Dioxide (NO ₂)				
Peak 1-hour concentration (ppm)	Escondido-E Valley Parkway	0.062	0.061	0.063
Days above state 1-hour standard (0.18 ppm)		0	0	0
Ozone (O ₃)				
Maximum 1-hour concentration (ppm)	Escondido-E Valley Parkway	0.084	0.084	0.099
Days above 1-hour state standard (>0.09 ppm)		0	0	1
Maximum 8-hour concentration (ppm)		0.074	0.075	0.080
Days above 8-hour state standard (>0.07 ppm)		2	4	8
Days above 8-hour federal standard (>0.075 ppm)		0	0	5
Sulfur Dioxide (SO ₂)				
Maximum 24-hour concentration (ppm)	San Diego-1110 Beardsley Street	0.006	0.002	0.003
Days above 24-hour state standard (>0.04 ppm)		0	0	0
Days above 24-hour federal standard (>0.14 ppm)		0	0	0
Respirable Particulate Matter (PM ₁₀)				
Peak 24-hour concentration (µg/m ³)	Escondido-E Valley Parkway	33	82	44
Days above state standard (>50 µg/m ³)		0	1	0
Days above federal standard (>150 µg/m ³)		0	0	0
Fine Particulate Matter (PM _{2.5})				
Peak 24-hour concentration (µg/m ³)	Escondido-E Valley Parkway	70.7	56.3	82.3
Days above federal standard (>35 µg/m ³)		1	1	1

PPM = parts per million, µg/m³ = micrograms per cubic meter

⁽¹⁾ Insufficient data to determine value

Source: CARB 2015

As shown in Table 2, the 1-hour ozone concentration exceeded the state standard once in 2014. The 8-hour ozone concentration exceeded the state standard in 2012, 2013, and 2014, and the federal standard in 2014. The daily PM₁₀ concentration did not exceed the federal standard in the past three years. The state standard was exceeded once in 2013. The federal 24-hour PM_{2.5} standard was violated once per year in 2012, 2013, and 2014.

Neither the state nor federal standards for carbon monoxide, NO₂, or SO₂ were exceeded at any time during the years 2012 through 2014. The federal annual average NO₂ standard has not been exceeded since 1978 and the California 1-hour standard has not been exceeded since 1988 (SDAPCD 2007a). With one exception during October 2003, the SDAB has not violated the state or federal standards for carbon monoxide since 1990 (SDAPCD 2007a).

4.4 Attainment Status

The classifications for ozone non-attainment range in magnitude from marginal, moderate, serious, severe, and extreme. A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or non-attainment. The SDAB federal and state attainment status is shown in Table 3. The SDAB is currently designated as a nonattainment area for the state standard for PM₁₀, PM_{2.5}, 1-Hour and 8-Hour ozone, and the Federal 8-Hour Standard for ozone.

Table 3 Attainment Status for the San Diego Air Basin

Pollutant	State Status	Federal Status
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO ₂)	Attainment	Attainment
Ozone (1-hour)	Nonattainment	... ⁽¹⁾
Ozone (8-hour)	Nonattainment	Marginal Non-attainment
Lead (Pb)	Attainment	Attainment
Sulfur Dioxide (SO ₂)	Attainment	Attainment
Respirable Particulate Matter (PM ₁₀)	Nonattainment/ Attainment ⁽²⁾	Attainment
Fine Particulate Matter (PM _{2.5})	Nonattainment	Attainment\Unclassified

⁽¹⁾ The federal 1-hour ozone standard was revoked in 2005 and is no longer in effect for California.

⁽²⁾PM₁₀ 24-hour is in Non-attainment and PM₁₀ Annual is in Attainment (SDAPCD 2013)

Source: CARB 2011, EPA 2011

4.5 Sensitive Receptors and Locations

CARB defines sensitive receptors as residences, schools, day care centers, playgrounds, and medical facilities, or other facilities that may house individuals with health conditions that would be adversely affected by changes in air quality. The sensitive receptors closest to the project area include the following:

1. Sharp Rees-Stealy Medical Center and Urgent Care, approximately 0.1 mile east of the southeast corner of the project site;
2. Kinderhouse Montessori Schools, approximately 0.3 mile southwest of the project site;
3. Westwood Elementary school, approximately 0.5 mile north of the project site;
4. Residences located on the north side of Rancho Bernardo Rd, within an approximately 0.2 mile radius off Matinal Road and Olmeda Way.

5.0 Methodology and Significance Criteria

5.1 Methodology

Construction

Regional impacts for construction are assessed using the California Emissions Estimator Model (CalEEMod, version 2013.2.2) distributed by South Coast Air Quality Management District (SCAQMD). The CalEEMod 2013.2.2 model uses EMFAC 2007 emission factors for vehicle traffic and Off-Road 2007 for construction equipment. The construction analysis included modeling of the projected construction equipment that

would be used during each construction activity, quantities of earth and debris to be moved, and worker vehicle trips. Air pollutant emission sources during project construction would include exhaust and particulate emissions generated from construction equipment; fugitive dust from soil disturbance during site preparation, grading, and excavation activities; and volatile compounds that evaporate during site paving and painting of the structures.

Development on the South Education Center site is expected to last up to 18 months and includes construction of a new 1,200 ft. long loop road. Interior improvements to the existing building are included in the 18 month construction schedule but would not require diesel powered construction equipment with the potential to generate criteria pollutant emissions. Therefore, interior improvements are not included in this construction analysis.

The construction of the new loop road would require grading, fine grading, and paving. It is estimated that grading would take approximately two months, fine grading would last about one month, and paving about one week. Typical grading equipment would be used, including tractors, excavators, graders, water trucks, and pavers. The maximum depth of excavation would be approximately 10 feet for storm drain trenches and approximately 6.5 feet for rough grading. Construction would require removal of approximately 8,750 cubic yard (CY) of soil, from which 3,900 CY will be reused and spread across the graded pad. The remaining material, about 4,850 CY, will need to be exported offsite. A haul disposal facility has not been selected at this time. The CalEEMod default distance of 20 miles is assumed for the facility. A default truck capacity of 16 CY is also assumed. To be conservative, it is assumed that construction of new loop road would be simultaneous to account for the worst case daily construction emissions from all phases.

Operation

Operational impacts are also assessed using CalEEMod 2013.2.2. The model estimates daily regional emissions from vehicle and stationary sources of pollutants that would result from implementation of the project at full buildout. To conservatively estimate operational air quality emissions, this analysis assumes the maximum capacity of the proposed campus facilities. The maximum capacity represents the full student attendance, maximum vehicle trips, and full development of the PCCD South Education Center. The operational emissions include the emissions associated with the education center and the improved parking structure. Vehicle trip generation is based on the project traffic study, which was prepared by Linscott, Law and Greenspan, Engineers (LLG 2015). The projected ADT rate for buildout of the proposed project is 1,910 trips.

In addition to vehicle trips, the proposed project would emit pollutants from on-site area sources, such as burning natural gas for space and water heating, landscape maintenance equipment, consumer products, and periodic repainting of interior and exterior surfaces (architectural coatings).

Impacts to Sensitive Receptors

The two primary emissions of concern regarding health effects for sensitive receptors are carbon monoxide and diesel particulates. Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of carbon monoxide, known as carbon monoxide hot spots. An air quality impact is considered significant if carbon monoxide emissions create a hot spot where either the California 1-hour standard of 20 ppm or the federal and State eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (level of service

[LOS] E or worse). have the potential to generate carbon monoxide hot spots. Therefore, the project's potential to generate a CO hotspot at intersections that operate at an LOS E or F were analyzed.

Potential CO hot spots were analyzed using the CALINE4 model. There are several inputs to the CALINE4 model. One input is the traffic volumes, which is from the project-specific traffic report. The traffic volumes with the project were used for the buildout scenario as well as emission factors generated using the EMFAC2011 model for year 2035.

Odor Impacts

Potential odor impacts are evaluated by conducting a qualitative screening-level analysis, consisting of reviewing the proposed project's site plan and project description to identify any new or modified odor sources.

5.2 Significance Criteria

Criteria Pollutants

Based on Appendix G of the CEQA Guidelines, an impact would be considered significant if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. PCCD South Education Center project relies on the significance thresholds established in the PCCD San Marcos Campus Facilities Master Plan Program Environmental Impact Report (PEIR), completed in 2009. For purposes of this analysis, the calculated criteria pollutant emissions caused by construction and operation of the project are compared to the thresholds of significance for criteria pollutants, provided in Table 4. Consistent with the PEIR, the thresholds are based on the quantitative emission thresholds established by the San Diego APCD. As part of its air quality permitting process, the APCD has established thresholds in Rule 20.2 for the preparation of Air Quality Impact Assessments (AQIA). If the thresholds are exceeded by the proposed project, then the impact is considered significant.

Table 4 Thresholds of Significance

Pollutant	Construction Emissions (pounds/day)	Operation Emissions (pounds/day)
Carbon Monoxide (CO)	550	550
Reactive organic gases (ROG) ⁽¹⁾	137	137
Nitrogen Oxides (NO _x)	250	250
Sulfur Oxides (SO _x)	250	250
Respirable Particulate Matter (PM ₁₀)	100	100
Fine Particulate Matter (PM _{2.5})	100	100

Reactive organic gases are also sometimes referred to as volatile organic compounds (VOC).

Source: PCCD San Marcos Campus Facilities Master Plan PEIR (November 2009)

Based on Appendix G of the CEQA Guidelines, a project would also result in a potentially significant impact if it would:

- Expose sensitive receptors to substantial pollutant concentrations;
- Create objectionable odors affecting a substantial number of people; or
- Result in a conflict with, or obstruct implementation of, the RAQS or SIP.

6.0 Impact Analysis and Mitigation Measures

6.1 Issue 1: Conformance to Federal and State Ambient Air Quality Standards

Impact Analysis

This section addresses the potential for the project to generate criteria air pollutant emissions that exceed ambient air quality standards. Construction and operational criteria air pollutant emissions that would be generated by implementation of the project are discussed below.

Construction

Air pollutant emission sources during project construction would include exhaust and particulate emissions generated from construction equipment; fugitive dust from soil disturbance during site preparation, blasting, grading, and excavation activities; and volatile compounds that evaporate during site paving and painting of the structures.

To be conservative, it is assumed that construction of the new loop road would be simultaneous to account for the worst case daily construction emissions from all phases. Table 5 provides the worst case scenario of emissions that would occur during construction. As shown in Table 5, none of the phases of construction would exceed the significance thresholds. Therefore, a significant impact would not occur during construction.

Table 5 Maximum Daily Emissions Per Construction Activity

Construction Activity	Pollutant Emissions (pounds/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition	3	28	22	<1	2	2
Site Preparation	2	26	17	<1	7	4
Grading	2	21	15	<1	6	4
Building Construction	3	22	17	<1	2	1
Paving	2	13	10	<1	1	1
Architectural Coating	16	2	2	<1	<1	<1
Significance Threshold	137	250	550	250	100	100
Significant Impact?	No	No	No	No	Yes	No

CO = carbon monoxide; NO_x = nitrogen oxides; VOC = volatile organic compound; SO_x = sulfur oxides;

PM₁₀ = respirable particulate matter; PM_{2.5} = fine particulate matter

Sources: CalEEMod 2013.2.2., Appendix A for data sheets.

Operation

The vehicular and area source emissions associated with operation of the proposed project are summarized in Table 6. The proposed project would not exceed the daily regional thresholds for any criteria pollutant during operation of the education center. Therefore, operational emissions would be less than significant.

Table 6 Operation Maximum Daily Emissions

Emissions Source	Pollutant Emissions (pounds/ day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Vehicular Sources	23	49	230	<1	37	10
Area Sources						
Natural Gas	<1	1	1	<1	<1	<1
Landscape	<1	<1	<1	<1	<1	<1
Consumer Products	9	0	0	0	0	0
Architectural Coating	2	0	0	0	0	0
Total Emissions	35	50	232	1	37	10
Significance Thresholds	137	250	550	250	100	100
Significant Impact?	No	No	No	No	No	No

CO = carbon monoxide; NO_x = nitrogen oxides; VOC = volatile organic compounds; SO_x = sulfur oxides

PM₁₀ = respirable particulate matter; PM_{2.5} = fine particulate matter

Source: CalEEMod 2013.2.2. See Appendix A for data sheets.

Mitigation Measures

Construction and operation of the proposed project would not exceed the significance thresholds for any criteria pollutant. No mitigation is required.

6.2 Issue 2: Impacts to Sensitive Receptors

Impact Analysis

Carbon Monoxide Hot Spots

An air quality impact is considered significant if carbon monoxide emissions create a hot spot where either the California 1-hour standard of 20 ppm or the federal and state eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (level of service [LOS] E or worse).

Intersections that operate at an LOS E or F have the potential to generate carbon monoxide hot spots. The traffic study prepared for the South Education Center (LLG 2015) used project-level trip generation analysis and distribution to evaluate the intersections and road segments in the project vicinity that would carry the majority of project traffic. The traffic study analyzed the Existing + Project scenarios for near-term and long-term (Year 2035) conditions. Three intersections would operate at a LOS E under the Year 2035 + Project Scenario:

- #2 Rancho Bernardo Road/Via Del Campo (AM and PM Peak Hour),
- #3 Rancho Bernardo Road/Matinal Road (AM and PM Peak Hour), and
- #4 Rancho Bernardo Road/Bernardo Center Drive (AM and PM Peak Hour).

The analysis of the future scenarios concluded that the project would result in worsening of the LOS at those locations, with anticipated increased delay of 5.4 second or more at these intersections compared to conditions without the proposed project. Application of mitigation measures TRA-1 through TRA-3 would reduce the impact to intersections #2 and #3 (see Appendix G, Table 15-1). However, implementation of mitigation would not reduce the impact to intersection #4 to less than significant. Therefore, the project's potential to generate a CO hotspot at intersection #4 was analyzed.

Using the CALINE4 model, potential CO hot spots were analyzed at intersection #4 during the unmitigated AM Peak hour, which is the most congested peak hour for the intersection. As shown in the table below, the proposed project would not result in a CO hotspot at intersection #4 in the AM peak hour at the long term (2035 plus project) scenario. Consequently, the project would not result in any increase in the potential for sensitive receptors to be exposed to carbon monoxide hot spots. Therefore, the potential carbon monoxide impacts would be less than significant.

Table 7 Localized Carbon Monoxide Concentrations

Intersection	Peak Hour	Estimated CO Concentration (ppm)		Thresholds (ppm)		Significant Impact?
		1 Hour	8 Hour	1 Hour	8 Hour	
#4 Rancho Bernardo Road/Bernardo Center Drive, year 2035 with project	AM	6.8	4.8	20	9	No

CO = carbon monoxide

Notes: The 1-hour concentration is the CALINE4 output (see Appendix A for model output) plus the 1-hour background concentration calculated by applying the 0.7⁻¹ persistence factor to the 8 hour background concentration from Table 2.

The 8 hour project increment was calculated by multiplying the 1 hour CALINE4 output by 0.7 (persistence factor), then adding the 8 hour background concentration of 3.70 ppm (from Table 2).

Source: Caline4. See Appendix A for data sheets.

Mitigation Measures

Impacts related to sensitive receptors would be less than significant without mitigation. No mitigation is required.

6.3 Issue 3: Objectionable Odors

Impact Analysis

Offensive odors can present a nuisance to the general public, but seldom result in permanent physical damage. Offensive odors may cause agitation, anger, and concern to the public, especially in residential neighborhoods located near major sources of odor.

Construction associated with implementation of the proposed project could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust. However, construction equipment would be operating at various locations throughout the project site and construction would not take place all at once. The smell of diesel exhaust is due in most part to the presence of sulfur and the creation of hydrocarbons during combustion (Nett Technologies 2010). The use of architectural coatings and solvents may also emit odors from the evaporation of volatile organic compounds. As shown in Table 5, construction of the project would not result in significant emissions of sulfur oxides or VOCs. SDAPCD Rule 67 limits the amount of volatile organic compounds from coatings and solvents, and the project would incorporate the use of low-VOC coatings. In addition, construction near existing sensitive receptors would be temporary. Therefore, impacts associated with nuisance odors during project construction would not be significant.

The CARB's *Air Quality and Land Use Handbook* identifies 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 the development of educational uses on the project site, which does not typically result

in a source of nuisance odors associated with operation. The project does not propose any specific new sources of odor that could affect sensitive receptors.

Additionally, SDAPCD Rule 51 prohibit emissions from any source whatsoever in such quantities of air contaminants or other material, which cause injury, detriment, nuisance, or annoyance to the public health or damage to property. The SDAPCD responds to odor complaints and an inspector takes enforcement action if the source is not in compliance with the SDAPCD rules and regulations (SDAPCD 2010). In the event of enforcement action, odor-causing impacts must be mitigated by appropriate means to reduce the impacts to sensitive receptors to less than significant. Therefore, the project is not anticipated to create or result in objectionable odors that may affect a substantial number of people, and odor impacts are less than significant.

Mitigation Measures

Impacts related to objectionable odors would be less than significant without mitigation. No mitigation is required.

6.4 Issue 4: Consistency with Regional Plans

Impact Analysis

The air quality plans relevant to this discussion are the SIP and RAQS. The SIP includes strategies and tactics to be used to attain and maintain acceptable air quality in the SDAB based on the NAAQS; while the RAQS includes strategies for the Basin to meet the CAAQS. Consistency is typically determined by two standards. The first standard is whether the proposed project would exceed growth assumptions contained in the RAQS and SIP. If the proposed project would exceed the RAQS or SIP growth assumptions, the second standard is whether the proposed project would increase the frequency or severity of existing air quality violations, contribute to new violations, or delay the timely attainment of air quality standards or interim reductions as specified in the RAQS.

The RAQS and SIP rely on information from the CARB and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County of San Diego, to forecast future emissions and then determine the strategies necessary for the reduction of emissions through regulatory controls. The location of the South Education Center was strategically selected to serve an underserved population within the area. Because the project is utilizing an existing building and is anticipated to serve an existing population, it is not anticipated to have growth-inducing impacts in the area. The 2022 Facilities Master Plan (updated in 2010) shows a detailed analysis of the demographics and educational needs of the population in the area. The Master Plan accounts for the anticipated growth in student attendance and is consistent with the regional plans. Therefore, the development of the education center itself would not result in growth in the area. Because the project would be consistent with the growth projections in the SIP and RAQS, it would not conflict with the plans. Impacts related to consistency with regional plans would be less than significant.

Mitigation Measures

Impacts related to consistency with regional plans would be less than significant without mitigation. No mitigation is required.

6.5 Cumulative Impacts

Consistency with Air Quality Standards and Cumulatively Considerable Net Increase in Emissions

The geographic context for the analysis of cumulative impacts relative to criteria air pollutants is the SDAB. San Diego County is presently designated as being a non-attainment area for the NAAQS ozone standard. The County is also a non-attainment area for the CAAQS standards for ozone, PM₁₀, and PM_{2.5}. Therefore, a significant cumulative impact to air quality for ozone precursors (VOCs and NO_x), PM₁₀, and PM_{2.5} currently exists. Consequently, the greatest concern involving criteria pollutants is whether a project would result in a cumulatively considerable net increase of PM₁₀, PM_{2.5}, or exceed screening-level criteria thresholds of ozone precursors (VOCs and NO_x).

A localized pollutant concentration analysis is applicable to the analysis of the cumulative impacts of construction emissions because construction emissions would be temporary. Pollutant emissions would disperse or settle out following construction and would not contribute to long-term concentrations of emissions in the SDAB. Long-term regional impacts associated with operation of the education center are discussed below. Short-term emissions from construction would present a localized health concern if multiple construction projects would take place at the same time and would exceed the significance thresholds. Therefore, construction projects that do not take place at the same time or fall below the significant thresholds do not contribute to the same short-term cumulative impact.

The City has not adopted specific emission thresholds by which to evaluate the significance of air quality impacts of projects within its jurisdiction. Additionally, the SDAPCD has not established screening thresholds for localized impacts. In lieu of any set quantitative air quality significance thresholds for localized impacts, the Localized Significance Thresholds established by the SCAQMD (SCAQMD 2009) are used to determine potential cumulative impacts. Based on the thresholds, NO_x emissions decrease approximately 95 percent beyond approximately 4,270 feet. Therefore, cumulative projects 4,270 feet from project site are excluded from the cumulative NO_x analysis. According to the Localized Significance Thresholds, PM₁₀ decreases approximately 95 percent by 1,300 feet, and PM_{2.5} by 1,430 feet. SCAQMD has not established a threshold for VOCs. However, VOCs diffuse quickly outdoors (California Indoor Air Quality 2011). Being of a gaseous nature similar to NO_x, it is assumed for the purposes of this analysis that VOC pollutant concentrations would disperse by 95 percent beyond 4,270 feet, similar to NO_x. Therefore, cumulative projects 1,300 feet from the project site are excluded from the cumulative PM₁₀ analysis, projects 1,430 feet from the site are excluded from the PM_{2.5}, and projects 4,270 feet from the site are excluded from the cumulative VOC analysis.

The area within 4,270 feet for the project site is primarily built out, with the exception of undeveloped hillsides to the northwest of the site across Rancho Bernardo Road, and several graded pads located south of the project site. The open space northwest of the project site is designated for preservation in the County of San Diego Multiple Species Conservation Program; therefore, no construction is anticipated in this area. Several graded pads are located within the business parks to the south of the project site, and may potentially be developed. It is unknown whether any construction activities are planned for these sites. Therefore, it is unlikely that these building pads would be under construction at the same time as the proposed project. Additionally, as shown in Table 5, the proposed project would not exceed any significance thresholds at the project site. As the nearby building pads have already been graded, construction in these areas would not be expected to generate substantial amounts of particulate matter during construction, similar to the fine grading phase of construction of the proposed loop road. Haul trips for the project would utilize Rancho Bernardo Road so that PM₁₀ emissions associated with the proposed

project would be concentrated north of the project site, further from the building pads. Therefore, construction emissions from the proposed project would not be expected to combine with construction emission from surrounding business park development such that the significance thresholds would be exceeded. This potential cumulative impact would be less than significant.

According to the County of San Diego significance threshold, which applies to projects in the SDAB, a project would result in a significant cumulatively considerable contribution to an air quality impact if the project does not conform to the RAQS or if the project has a significant direct impact to air quality. As discussed in Issue 4, the project is not anticipated to cause significant growth in the area. Additionally, as shown in Table 6, operational emissions of the proposed project, including VOCs, NO_x, carbon monoxide, PM₁₀, and PM_{2.5} would not exceed the significance thresholds. Therefore, the proposed project would not result in a cumulatively significant impact.

Sensitive Receptors

The geographic context for the analysis of cumulative impacts relative to sensitive receptors is the SDAB. The traffic study prepared for the project evaluated the intersections in the project vicinity. The traffic study analyzed the Existing + Project scenario for near-term and long-term (Year 2035) conditions. The traffic impact analysis for the project analyzed potential traffic impacts from buildout of the proposed project. As shown in the traffic study, under long-term conditions two intersections would operate at a LOS E without the proposed project. Therefore, a potentially significant cumulative impact would occur. However, the project would not result in any significant additional delay at the congested intersections. Therefore, the proposed project would not result in a cumulatively considerable contribution to the potentially significant cumulative exposure of sensitive receptors to carbon monoxide.

The project would result in diesel particulate matter from the operation of construction equipment. Construction of the project would result in less than significant levels of particulate matter emissions during the construction phase, including fugitive dust and diesel emissions from construction equipment, based on the City of San Diego thresholds. Additionally, diesel particulate matter is considered to have a long-term (eight years or more) health effect related to increased risk of cancer and non-cancer chronic conditions (CARB 1998). Construction would be a short-term event lasting approximately one and a half years. The highest diesel particulate emissions from construction occurring during site preparation and grading activities, and would then be substantially reduced during subsequent construction phases. Therefore, emissions would not result in a significant long-term health risk to surrounding receptors. Consequently, the project would not result in any increase in the potential for sensitive receptors to be exposed to carbon monoxide hot spots.

Therefore, the proposed project would not result in a cumulatively considerable contribution to the potentially significant cumulative exposure of sensitive receptors to carbon monoxide or PM₁₀ emissions.

Objectionable Odors

The geographic context for the analysis of cumulative impacts relative to objectionable odors is the SDAB. The project could result in minor amounts of odor compounds in association with heavy equipment diesel exhaust during the construction phase of the project. However, construction equipment would be operating at different areas throughout the project site and would not take place all at the same time. The project would not result in significant emissions of sulfur oxides or VOCs, as the project proposes the use of low-VOC coatings. Therefore, there cumulative impacts associated with nuisance odors during construction would be less than significant.

The project does not identify as a common source of odor complaints under the CARB's *Air Quality and Land Use Handbook*, which identifies typical sources of odor complaints sources, including facilities such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations. Since the project includes the development of educational uses, which do not typically result in a source of nuisance odors associated with operation, the project would not result in any specific new sources of odor that could affect sensitive receptors. Additionally, SDAPCD Rule 51 prohibits emissions from any source whatsoever in such quantities of air contaminants or other material, which could cause injury, detriment, nuisance, or annoyance to the public health or damage to property. The project would not result in a conflict with SDAPCD Rule 51. Therefore, the project is not anticipated to create or result in objectionable odors that may affect a substantial number of people, and cumulative odor impacts are less than significant.

Consistency with Applicable Air Quality Plans

The geographic context for the analysis of cumulative impacts relative to consistency with air quality plans is the SDAB. The RAQS and SIP are intended to address cumulative impacts in the SDAB based on future growth predicted in the 2030 Regional Growth Forecast Update. As discussed above, the SDAB is currently a nonattainment area for state and federal standards for ozone, and state standards for PM₁₀, and PM_{2.5}. Development consistent with the applicable general plan would be generally consistent with the growth projections in the air quality plans. However, a project that conflicts with these growth projections would conflict with the RAQS and SIP and result in a cumulative impact. Cumulative development generally would not be expected to result in a significant impact in terms of conflicting with RAQS because the cumulative projects would be required to demonstrate that the proposed development is consistent with local planning documents, such as City of San Diego General Plan. As discussed in Issue 4, because the proposed project is targeting to provide educational services to an existing underserved population, it would not result in growth that would exceed the growth accounted for in the RAQS and SIP. Additionally, operational emissions of VOCs, carbon monoxide, NO_x, PM₁₀, and PM_{2.5} would be below significance thresholds. Therefore, a significant cumulative impact would not occur.

6.6 Conclusion

Construction and operation of the proposed project would not exceed the air quality significance thresholds. No carbon monoxide hot spots would occur as a result of the project. No direct or cumulative impacts related to objectionable odors would occur. Therefore, no mitigation measures are required for the project. The proposed project would not result in significant growth; instead, it serves the existing population. Therefore, it would comply with RAQS and SIP.

7.0 References

- California Air Resources Board (CARB). 2004. 2004 Revision to the California State Implementation Plan for Carbon Monoxide. July 22.
- California Air Resources Board (CARB). 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April.
- California Air Resources Board (CARB). 2010. Gaseous Criteria Pollutants. December 10. Accessed June 3, 2011 at <http://www.arb.ca.gov/aaqm/criteria.htm>
- California Air Resources Board (CARB). 2011. California Emissions Estimator Model (CalEEMod) Computer Model, Version 2013.2.2,
- California Air Resources Board (CARB). 2011. 2011 Area Designations for State Ambient Air Quality Standards – Ozone, PM₁₀, PM_{2.5}, Carbon Monoxide, Nitrogen Dioxide, Lead, Sulfur Dioxide, Sulfates, Hydrogen Sulfide, Visibility Reducing Particulates. September. Accessed February 16, 2012 at <http://www.arb.ca.gov/desig/adm/adm.htm>
- California Air Resources Board (CARB). 2012. Ambient Air Quality Data Statistics – Top 4 Measurements and Days Above the Standard. Accessed December 16, 2014 at www.arb.ca.gov/adam
- California Air Resources Board (CARB). 2013. Ambient Air Quality Standards. Revised June 4, 2013. Accessed on August 5, 2015 at <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>
- California Indoor Air Quality. 2011. VOC Questions. Accessed May 31, 2011 at <http://www.cal-iaq.org/vocs/voc-questions>
- City of San Diego. 2008. City of San Diego General Plan 2008. March 10.
- County of San Diego. 1997. Multiple Species Conservation Program, County of San Diego Subarea Plan. October 22.
- The Galli Group Engineering Consulting. 2005. Anticipated Rock Excavation, Frazier Park Estates Development, Frazier Park, California. May 20.
- Linscott, Law and Greenspan, Engineers (LLG). 2015. Traffic Impact Analysis, Palomar Community College District South Education Center, San Diego, California. July 31 2015.
- Nett Technologies Inc. 2010. Diesel Emissions FAQ: What are diesel emissions? Accessed January 5, 2011 at <http://www.nett.ca/fag/diesel-1.html>
- Office of Environmental Health Hazard Assessment (OEHHa). 2001. Health Effects of Diesel Exhaust fact sheet. May 21. Accessed in May 2010 at http://oehha.ca.gov/public_info/facts/pdf/diesel4-02.pdf
- San Diego Air Pollution Control District (SDAPCD). 1969. SDAPCD Regulation IV, Rule 51. January 1.
- San Diego Air Pollution Control District (SDAPCD). 1996. SDAPCD Regulation XII, Rule 1200. June 13.
- San Diego Air Pollution Control District (SDAPCD). 2001. SDAPCD Regulation IV, Rule 67 – Architectural Coatings. December 12.

- San Diego Air Pollution Control District (SDAPCD). 2005. Measures to Reduce Particulate Matter in San Diego County. December.
- San Diego Air Pollution Control District (SDAPCD). 2007a. Air Quality in San Diego, 2007 Annual Report.
- San Diego Air Pollution Control District (SDAPCD). 2007b. *Eight-Hour Ozone Attainment Plan for San Diego County*. May 2007.
- San Diego Air Pollution Control District (SDAPCD). 2008. Drilling & Blasting Operations. Last Modified April 24.
- San Diego Air Pollution Control District (SDAPCD). 2009a. *The San Diego Regional Air Quality Strategy Revision*. April.
- San Diego Air Pollution Control District (SDAPCD). 2009b. Compliance Advisory – Notice of Adoption of New Rule 55 – Fugitive Dust Control. September 23.
- San Diego Air Pollution Control District (SDAPCD). 2010. Nuisance Complaint Program. June 12, 2000 at http://www.sdapcd.org/comply/complaint/complaint_prog.pdf
- South Coast Air Quality Management District (SCAQMD). 2006. Final –Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds. October.
- South Coast Air Quality Management District (SCAQMD). 2009. Appendix C – Mass Rate Localized Significance Thresholds (LST) Look-Up Tables. Revised October 21, 2009. Accessed June 18, 2010 at <http://www.aqmd.gov/ceqa/handbook/LST/appC.pdf>
- United Nations Environmental Programme, Partnership for Clean Fuels and Vehicles. 2010. Middle East, North Africa, and West Asia Lead Matrix. April.
- U.S. Environmental Protection Agency (EPA). 1998. AP 42, Fifth Edition, Volume I, Chapter 11: Mineral Products Industry, Section 9: Western Surface Coal Mining. October.
- U.S. Environmental Protection Agency (EPA). 1999. The Cost and Benefit of the Clean Air Act: 1990-2010, Appendix D—Human Health Effects of Criteria Pollutants. November.
- U.S. Environmental Protection Agency (EPA). 2010. An Introduction to Indoor Air Quality. Updated April 23. Accessed November 3, 2010 at <http://www.epa.gov/iedweb00/co.html>
- U.S. Environmental Protection Agency (EPA). 2011. Currently Designated Nonattainment Areas for all Criteria Pollutants. April 21. Accessed August 23, 2011 at <http://www.epa.gov/air/oaqps/greenbk/ancl.html#CALIFORNIA>
- Western Regional Climate Center (WRCC). 2015. Poway Valley, California (047111), Period of Record Monthly Climate Summary. Accessed May 6, 2015 at <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7111>

Appendix A:

Air Quality Data

PCCD SEC Construction

San Diego Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.00	1000sqft	0.02	1,000.00	0
Other Asphalt Surfaces	47.00	1000sqft	1.08	46,995.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2017
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Based on information from PCCD

Grading - Conservative disturbance area estimate of 1.5 acres

Demolition -

Construction Off-road Equipment Mitigation -

Architectural Coating - Assume coating all four walls (32 L * 15 H =480 SF each) and ceiling (1000 SF) outdoor, four walls (1920 SF) + Ceiling (1000) + floor indoor (1000)3

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	23,998.00	2,920.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	71,993.00	3,920.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	200.00	100.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	4.00	143.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	PhaseEndDate	11/25/2016	12/2/2016
tblConstructionPhase	PhaseEndDate	1/5/2017	6/24/2016
tblConstructionPhase	PhaseEndDate	7/1/2016	11/18/2016
tblConstructionPhase	PhaseEndDate	1/18/2016	2/1/2016
tblConstructionPhase	PhaseStartDate	11/19/2016	11/26/2016
tblConstructionPhase	PhaseStartDate	8/19/2016	2/6/2016
tblConstructionPhase	PhaseStartDate	6/25/2016	11/12/2016
tblConstructionPhase	PhaseStartDate	1/15/2016	1/29/2016
tblGrading	AcresOfGrading	53.63	1.50
tblGrading	MaterialExported	0.00	4,850.00
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	16.2342	43.6426	31.3681	0.0440	5.8653	2.5357	7.4251	2.9711	2.3941	4.9750	0.0000	4,263.2403	4,263.2403	0.9071	0.0000	4,282.2891
Total	16.2342	43.6426	31.3681	0.0440	5.8653	2.5357	7.4251	2.9711	2.3941	4.9750	0.0000	4,263.2403	4,263.2403	0.9071	0.0000	4,282.2891

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	16.2342	43.6426	31.3681	0.0440	2.6755	2.5357	4.9323	1.3466	2.3941	3.6085	0.0000	4,263.2403	4,263.2403	0.9071	0.0000	4,282.2891
Total	16.2342	43.6426	31.3681	0.0440	2.6755	2.5357	4.9323	1.3466	2.3941	3.6085	0.0000	4,263.2403	4,263.2403	0.9071	0.0000	4,282.2891

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	54.38	0.00	33.57	54.68	0.00	27.47	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3323	5.0000e-005	4.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0105	0.0105	3.0000e-005		0.0111
Energy	6.2000e-004	5.6500e-003	4.7400e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7784	6.7784	1.3000e-004	1.2000e-004	6.8197
Mobile	0.0370	0.0767	0.3589	8.3000e-004	0.0557	1.0200e-003	0.0567	0.0149	9.3000e-004	0.0158		70.0298	70.0298	2.8400e-003		70.0895
Total	1.3699	0.0824	0.3686	8.6000e-004	0.0557	1.4700e-003	0.0571	0.0149	1.3800e-003	0.0163		76.8187	76.8187	3.0000e-003	1.2000e-004	76.9203

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3323	5.0000e-005	4.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0105	0.0105	3.0000e-005		0.0111
Energy	6.2000e-004	5.6500e-003	4.7400e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7784	6.7784	1.3000e-004	1.2000e-004	6.8197
Mobile	0.0370	0.0767	0.3589	8.3000e-004	0.0557	1.0200e-003	0.0567	0.0149	9.3000e-004	0.0158		70.0298	70.0298	2.8400e-003		70.0895
Total	1.3699	0.0824	0.3686	8.6000e-004	0.0557	1.4700e-003	0.0571	0.0149	1.3800e-003	0.0163		76.8187	76.8187	3.0000e-003	1.2000e-004	76.9203

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/14/2016	5	10	
2	Site Preparation	Site Preparation	1/29/2016	2/1/2016	5	2	
3	Grading	Grading	2/2/2016	8/18/2016	5	143	
4	Building Construction	Building Construction	2/6/2016	6/24/2016	5	100	
5	Paving	Paving	11/12/2016	11/18/2016	5	5	
6	Architectural Coating	Architectural Coating	11/26/2016	12/2/2016	5	5	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,920; Non-Residential Outdoor: 2,920 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	5.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	606.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	20.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0997	0.0000	0.0997	0.0151	0.0000	0.0151			0.0000			0.0000
Off-Road	2.9066	28.2579	21.4980	0.0245		1.7445	1.7445		1.6328	1.6328		2,487.129 6	2,487.129 6	0.6288		2,500.334 3
Total	2.9066	28.2579	21.4980	0.0245	0.0997	1.7445	1.8442	0.0151	1.6328	1.6478		2,487.129 6	2,487.129 6	0.6288		2,500.334 3

3.2 Demolition - 2016**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.8000e-003	0.1401	0.1000	3.7000e-004	8.7100e-003	1.9100e-003	0.0106	2.3900e-003	1.7600e-003	4.1500e-003		37.6839	37.6839	2.7000e-004		37.6895
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0454	0.0533	0.5816	1.3500e-003	0.1068	8.0000e-004	0.1076	0.0283	7.4000e-004	0.0291		112.9092	112.9092	5.6600e-003		113.0280
Total	0.0552	0.1935	0.6816	1.7200e-003	0.1155	2.7100e-003	0.1182	0.0307	2.5000e-003	0.0332		150.5930	150.5930	5.9300e-003		150.7175

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0449	0.0000	0.0449	6.7900e-003	0.0000	6.7900e-003			0.0000			0.0000
Off-Road	2.9066	28.2579	21.4980	0.0245		1.7445	1.7445		1.6328	1.6328	0.0000	2,487.1296	2,487.1296	0.6288		2,500.3343
Total	2.9066	28.2579	21.4980	0.0245	0.0449	1.7445	1.7894	6.7900e-003	1.6328	1.6395	0.0000	2,487.1296	2,487.1296	0.6288		2,500.3343

3.2 Demolition - 2016**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.8000e-003	0.1401	0.1000	3.7000e-004	8.7100e-003	1.9100e-003	0.0106	2.3900e-003	1.7600e-003	4.1500e-003		37.6839	37.6839	2.7000e-004		37.6895
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0454	0.0533	0.5816	1.3500e-003	0.1068	8.0000e-004	0.1076	0.0283	7.4000e-004	0.0291		112.9092	112.9092	5.6600e-003		113.0280
Total	0.0552	0.1935	0.6816	1.7200e-003	0.1155	2.7100e-003	0.1182	0.0307	2.5000e-003	0.0332		150.5930	150.5930	5.9300e-003		150.7175

3.3 Site Preparation - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	2.4428	25.7718	16.5144	0.0171		1.3985	1.3985		1.2866	1.2866		1,781.087 2	1,781.087 2	0.5372		1,792.369 3
Total	2.4428	25.7718	16.5144	0.0171	5.7996	1.3985	7.1981	2.9537	1.2866	4.2403		1,781.087 2	1,781.087 2	0.5372		1,792.369 3

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0280	0.0328	0.3579	8.3000e-004	0.0657	4.9000e-004	0.0662	0.0174	4.5000e-004	0.0179		69.4826	69.4826	3.4800e-003		69.5557
Total	0.0280	0.0328	0.3579	8.3000e-004	0.0657	4.9000e-004	0.0662	0.0174	4.5000e-004	0.0179		69.4826	69.4826	3.4800e-003		69.5557

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6098	0.0000	2.6098	1.3292	0.0000	1.3292			0.0000			0.0000
Off-Road	2.4428	25.7718	16.5144	0.0171		1.3985	1.3985		1.2866	1.2866	0.0000	1,781.087 2	1,781.087 2	0.5372		1,792.369 3
Total	2.4428	25.7718	16.5144	0.0171	2.6098	1.3985	4.0083	1.3292	1.2866	2.6158	0.0000	1,781.087 2	1,781.087 2	0.5372		1,792.369 3

3.3 Site Preparation - 2016**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0280	0.0328	0.3579	8.3000e-004	0.0657	4.9000e-004	0.0662	0.0174	4.5000e-004	0.0179		69.4826	69.4826	3.4800e-003		69.5557
Total	0.0280	0.0328	0.3579	8.3000e-004	0.0657	4.9000e-004	0.0662	0.0174	4.5000e-004	0.0179		69.4826	69.4826	3.4800e-003		69.5557

3.4 Grading - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.5325	0.0000	4.5325	2.4846	0.0000	2.4846			0.0000			0.0000
Off-Road	1.9908	21.0361	13.6704	0.0141		1.1407	1.1407		1.0494	1.0494		1,462.8468	1,462.8468	0.4413		1,472.1130
Total	1.9908	21.0361	13.6704	0.0141	4.5325	1.1407	5.6731	2.4846	1.0494	3.5340		1,462.8468	1,462.8468	0.4413		1,472.1130

3.4 Grading - 2016**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0831	1.1876	0.8477	3.1700e-003	0.0738	0.0162	0.0901	0.0202	0.0149	0.0351		319.3905	319.3905	2.2700e-003		319.4383
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0280	0.0328	0.3579	8.3000e-004	0.0657	4.9000e-004	0.0662	0.0174	4.5000e-004	0.0179		69.4826	69.4826	3.4800e-003		69.5557
Total	0.1110	1.2204	1.2057	4.0000e-003	0.1396	0.0167	0.1563	0.0377	0.0154	0.0530		388.8731	388.8731	5.7500e-003		388.9939

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0396	0.0000	2.0396	1.1181	0.0000	1.1181			0.0000			0.0000
Off-Road	1.9908	21.0361	13.6704	0.0141		1.1407	1.1407		1.0494	1.0494	0.0000	1,462.8468	1,462.8468	0.4413		1,472.1130
Total	1.9908	21.0361	13.6704	0.0141	2.0396	1.1407	3.1803	1.1181	1.0494	2.1675	0.0000	1,462.8468	1,462.8468	0.4413		1,472.1130

3.4 Grading - 2016**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0831	1.1876	0.8477	3.1700e-003	0.0738	0.0162	0.0901	0.0202	0.0149	0.0351		319.3905	319.3905	2.2700e-003		319.4383
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0280	0.0328	0.3579	8.3000e-004	0.0657	4.9000e-004	0.0662	0.0174	4.5000e-004	0.0179		69.4826	69.4826	3.4800e-003		69.5557
Total	0.1110	1.2204	1.2057	4.0000e-003	0.1396	0.0167	0.1563	0.0377	0.0154	0.0530		388.8731	388.8731	5.7500e-003		388.9939

3.5 Building Construction - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176		2,046.943 2	2,046.943 2	0.4499		2,056.391 3
Total	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176		2,046.943 2	2,046.943 2	0.4499		2,056.391 3

3.5 Building Construction - 2016**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0835	0.7582	0.8899	1.9000e-003	0.0531	0.0115	0.0646	0.0152	0.0105	0.0257		190.8708	190.8708	1.4800e-003		190.9017
Worker	0.0699	0.0820	0.8948	2.0800e-003	0.1643	1.2300e-003	0.1655	0.0436	1.1300e-003	0.0447		173.7064	173.7064	8.7000e-003		173.8892
Total	0.1534	0.8402	1.7847	3.9800e-003	0.2174	0.0127	0.2301	0.0587	0.0117	0.0704		364.5772	364.5772	0.0102		364.7909

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176	0.0000	2,046.943 2	2,046.943 2	0.4499		2,056.391 3
Total	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176	0.0000	2,046.943 2	2,046.943 2	0.4499		2,056.391 3

3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0835	0.7582	0.8899	1.9000e-003	0.0531	0.0115	0.0646	0.0152	0.0105	0.0257		190.8708	190.8708	1.4800e-003		190.9017
Worker	0.0699	0.0820	0.8948	2.0800e-003	0.1643	1.2300e-003	0.1655	0.0436	1.1300e-003	0.0447		173.7064	173.7064	8.7000e-003		173.8892
Total	0.1534	0.8402	1.7847	3.9800e-003	0.2174	0.0127	0.2301	0.0587	0.0117	0.0704		364.5772	364.5772	0.0102		364.7909

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2872	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438		1,368.4366	1,368.4366	0.4053		1,376.9473
Paving	0.5659					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.8531	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438		1,368.4366	1,368.4366	0.4053		1,376.9473

3.6 Paving - 2016**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0454	0.0533	0.5816	1.3500e-003	0.1068	8.0000e-004	0.1076	0.0283	7.4000e-004	0.0291		112.9092	112.9092	5.6600e-003		113.0280
Total	0.0454	0.0533	0.5816	1.3500e-003	0.1068	8.0000e-004	0.1076	0.0283	7.4000e-004	0.0291		112.9092	112.9092	5.6600e-003		113.0280

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2872	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438	0.0000	1,368.4366	1,368.4366	0.4053		1,376.9473
Paving	0.5659					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.8531	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438	0.0000	1,368.4366	1,368.4366	0.4053		1,376.9473

3.6 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0454	0.0533	0.5816	1.3500e-003	0.1068	8.0000e-004	0.1076	0.0283	7.4000e-004	0.0291		112.9092	112.9092	5.6600e-003		113.0280
Total	0.0454	0.0533	0.5816	1.3500e-003	0.1068	8.0000e-004	0.1076	0.0283	7.4000e-004	0.0291		112.9092	112.9092	5.6600e-003		113.0280

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	15.8517					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	16.2202	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449

3.7 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0140	0.0164	0.1790	4.2000e-004	0.0329	2.5000e-004	0.0331	8.7200e-003	2.3000e-004	8.9400e-003		34.7413	34.7413	1.7400e-003		34.7778
Total	0.0140	0.0164	0.1790	4.2000e-004	0.0329	2.5000e-004	0.0331	8.7200e-003	2.3000e-004	8.9400e-003		34.7413	34.7413	1.7400e-003		34.7778

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	15.8517					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	16.2202	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449

3.7 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0140	0.0164	0.1790	4.2000e-004	0.0329	2.5000e-004	0.0331	8.7200e-003	2.3000e-004	8.9400e-003		34.7413	34.7413	1.7400e-003		34.7778
Total	0.0140	0.0164	0.1790	4.2000e-004	0.0329	2.5000e-004	0.0331	8.7200e-003	2.3000e-004	8.9400e-003		34.7413	34.7413	1.7400e-003		34.7778

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0370	0.0767	0.3589	8.3000e-004	0.0557	1.0200e-003	0.0567	0.0149	9.3000e-004	0.0158		70.0298	70.0298	2.8400e-003		70.0895
Unmitigated	0.0370	0.0767	0.3589	8.3000e-004	0.0557	1.0200e-003	0.0567	0.0149	9.3000e-004	0.0158		70.0298	70.0298	2.8400e-003		70.0895

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	11.01	2.37	0.98	19,937	19,937
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	11.01	2.37	0.98	19,937	19,937

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.510423	0.073380	0.192408	0.132453	0.036550	0.005219	0.012745	0.022253	0.001862	0.002079	0.006550	0.000609	0.003468

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	6.2000e-004	5.6500e-003	4.7400e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7784	6.7784	1.3000e-004	1.2000e-004	6.8197
NaturalGas Unmitigated	6.2000e-004	5.6500e-003	4.7400e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7784	6.7784	1.3000e-004	1.2000e-004	6.8197

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	57.6164	6.2000e-004	5.6500e-003	4.7400e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7784	6.7784	1.3000e-004	1.2000e-004	6.8197
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		6.2000e-004	5.6500e-003	4.7400e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7784	6.7784	1.3000e-004	1.2000e-004	6.8197

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.0576164	6.2000e-004	5.6500e-003	4.7400e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7784	6.7784	1.3000e-004	1.2000e-004	6.8197
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		6.2000e-004	5.6500e-003	4.7400e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7784	6.7784	1.3000e-004	1.2000e-004	6.8197

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3323	5.0000e-005	4.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0105	0.0105	3.0000e-005		0.0111
Unmitigated	1.3323	5.0000e-005	4.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0105	0.0105	3.0000e-005		0.0111

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3047					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0271					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.8000e-004	5.0000e-005	4.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0105	0.0105	3.0000e-005		0.0111
Total	1.3323	5.0000e-005	4.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0105	0.0105	3.0000e-005		0.0111

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3047					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0271					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.8000e-004	5.0000e-005	4.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0105	0.0105	3.0000e-005		0.0111
Total	1.3323	5.0000e-005	4.9900e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0105	0.0105	3.0000e-005		0.0111

7.0 Water Detail

7.1 Mitigation Measures Water**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Vegetation

**PCCD Education Center
San Diego Air Basin, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.00	1000sqft	0.02	1,000.00	0
Junior College (2Yr)	5,625.00	Student	5.64	110,000.00	0
Parking Lot	218.00	Space	1.96	87,200.00	0
Unenclosed Parking with Elevator	574.00	Space	5.17	229,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2017
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - From Project Description

Construction Phase -

Vehicle Trips - Consistent with traffic report

Landscape Equipment - Landscape working days

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Area Mitigation - Based on SDAPCD regs

Energy Mitigation -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	0
tblLandscapeEquipment	NumberSummerDays	180	240
tblLandUse	LandUseSquareFeet	245,543.83	110,000.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	ST_TR	0.42	1.20
tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	SU_TR	0.04	1.20
tblVehicleTrips	WD_TR	11.01	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	4.0959	42.7530	34.5004	0.0415	0.1232	2.1261	2.2493	0.0327	1.9805	2.0132	0.0000	4,161.7200	4,161.7200	1.1134	0.0000	4,185.1005
Total	4.0959	42.7530	34.5004	0.0415	0.1232	2.1261	2.2493	0.0327	1.9805	2.0132	0.0000	4,161.7200	4,161.7200	1.1134	0.0000	4,185.1005

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	4.0959	42.7530	34.5004	0.0415	0.1232	2.1261	2.2493	0.0327	1.9805	2.0132	0.0000	4,161.7200	4,161.7200	1.1134	0.0000	4,185.1005
Total	4.0959	42.7530	34.5004	0.0415	0.1232	2.1261	2.2493	0.0327	1.9805	2.0132	0.0000	4,161.7200	4,161.7200	1.1134	0.0000	4,185.1005

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	11.3985	6.3300e-003	0.6676	5.0000e-005		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		1.4046	1.4046	3.9100e-003		1.4867
Energy	0.1240	1.1275	0.9471	6.7700e-003		0.0857	0.0857		0.0857	0.0857		1,353.0153	1,353.0153	0.0259	0.0248	1,361.2495
Mobile	23.1197	49.4347	230.1467	0.5399	36.2711	0.6582	36.9294	9.6826	0.6059	10.2885		45,537.0341	45,537.0341	1.8378		45,575.6283
Total	34.6423	50.5685	231.7615	0.5467	36.2711	0.7463	37.0175	9.6826	0.6940	10.3766		46,891.4540	46,891.4540	1.8677	0.0248	46,938.3645

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	11.3985	6.3300e-003	0.6676	5.0000e-005		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		1.4046	1.4046	3.9100e-003		1.4867
Energy	0.1133	1.0301	0.8653	6.1800e-003		0.0783	0.0783		0.0783	0.0783		1,236.1441	1,236.1441	0.0237	0.0227	1,243.6670
Mobile	23.1197	49.4347	230.1467	0.5399	36.2711	0.6582	36.9294	9.6826	0.6059	10.2885		45,537.0341	45,537.0341	1.8378		45,575.6283
Total	34.6316	50.4711	231.6797	0.5461	36.2711	0.7389	37.0101	9.6826	0.6866	10.3692		46,774.5828	46,774.5828	1.8654	0.0227	46,820.7820

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.03	0.19	0.04	0.11	0.00	0.99	0.02	0.00	1.07	0.07	0.00	0.25	0.25	0.12	8.67	0.25

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73

Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0477	0.0559	0.6070	1.5600e-003	0.1232	9.0000e-004	0.1241	0.0327	8.3000e-004	0.0335		125.2526	125.2526	6.0400e-003		125.3794
Total	0.0477	0.0559	0.6070	1.5600e-003	0.1232	9.0000e-004	0.1241	0.0327	8.3000e-004	0.0335		125.2526	125.2526	6.0400e-003		125.3794

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0477	0.0559	0.6070	1.5600e-003	0.1232	9.0000e-004	0.1241	0.0327	8.3000e-004	0.0335		125.2526	125.2526	6.0400e-003		125.3794
Total	0.0477	0.0559	0.6070	1.5600e-003	0.1232	9.0000e-004	0.1241	0.0327	8.3000e-004	0.0335		125.2526	125.2526	6.0400e-003		125.3794

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	23.1197	49.4347	230.1467	0.5399	36.2711	0.6582	36.9294	9.6826	0.6059	10.2885		45,537.0341	45,537.0341	1.8378		45,575.6283
Unmitigated	23.1197	49.4347	230.1467	0.5399	36.2711	0.6582	36.9294	9.6826	0.6059	10.2885		45,537.0341	45,537.0341	1.8378		45,575.6283

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Junior College (2Yr)	6,750.00	6,750.00	6,750.00	17,141,875	17,141,875
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	6,750.00	6,750.00	6,750.00	17,141,875	17,141,875

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Junior College (2Yr)	9.50	7.30	7.30	6.40	88.60	5.00	92	7	1
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
-----	------	------	-----	------	------	-----	-----	------	------	-----	------	----

0.510423	0.073380	0.192408	0.132453	0.036550	0.005219	0.012745	0.022253	0.001862	0.002079	0.006550	0.000609	0.003468
----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------	----------

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1133	1.0301	0.8653	6.1800e-003		0.0783	0.0783		0.0783	0.0783		1,236.1441	1,236.1441	0.0237	0.0227	1,243.6670
NaturalGas Unmitigated	0.1240	1.1275	0.9471	6.7700e-003		0.0857	0.0857		0.0857	0.0857		1,353.0153	1,353.0153	0.0259	0.0248	1,361.2495

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	57.6164	6.2000e-004	5.6500e-003	4.7400e-003	3.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004		6.7784	6.7784	1.3000e-004	1.2000e-004	6.8197
Junior College (2Yr)	11443	0.1234	1.1219	0.9424	6.7300e-003		0.0853	0.0853		0.0853	0.0853		1,346.2369	1,346.2369	0.0258	0.0247	1,354.4299

Total		0.1240	1.1275	0.9471	6.7600e-003		0.0857	0.0857		0.0857	0.0857		1,353.0153	1,353.0153	0.0259	0.0248	1,361.2495
-------	--	--------	--------	--------	-------------	--	--------	--------	--	--------	--------	--	------------	------------	--------	--------	------------

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.0530055	5.7000e-004	5.2000e-003	4.3700e-003	3.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		6.2359	6.2359	1.2000e-004	1.1000e-004	6.2739
Junior College (2Yr)	10.4542	0.1127	1.0249	0.8609	6.1500e-003		0.0779	0.0779		0.0779	0.0779		1,229.9081	1,229.9081	0.0236	0.0226	1,237.3932
Total		0.1133	1.0301	0.8653	6.1800e-003		0.0783	0.0783		0.0783	0.0783		1,236.1441	1,236.1441	0.0237	0.0227	1,243.6670

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	11.3985	6.3300e-003	0.6676	5.0000e-005		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		1.4046	1.4046	3.9100e-003		1.4867
Unmitigated	11.3985	6.3300e-003	0.6676	5.0000e-005		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		1.4046	1.4046	3.9100e-003		1.4867

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.1792					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.1549					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0644	6.3300e-003	0.6676	5.0000e-005		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		1.4046	1.4046	3.9100e-003		1.4867
Total	11.3985	6.3300e-003	0.6676	5.0000e-005		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		1.4046	1.4046	3.9100e-003		1.4867

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.1792					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	9.1549					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0644	6.3300e-003	0.6676	5.0000e-005		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		1.4046	1.4046	3.9100e-003		1.4867
Total	11.3985	6.3300e-003	0.6676	5.0000e-005		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		1.4046	1.4046	3.9100e-003		1.4867

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Vegetation

Caline 4 Input No 4 AM.csv

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: #4 Rancho Bernardo Rd/ W. Bernardo Dr
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 8924. (M)
BRG= WORST CASE VD= 0.0 CM/S
CLAS= 7 (G) VS= 0.0 CM/S
MI XH= 1000. M AMB= 0.0 PPM
SIGTH= 5. DEGREES TEMP= 3.3 DEGREE (C)

II. LINK VARIABLES

LINK	* DESCRIPTION	* X1	COORDINATES (M) Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A.	NB External	12	0	12	600	* AG	442	1.2	0.0	14.6
B.	NB Approach	12	600	12	757	* AG	270	1.4	0.0	14.6
C.	NB Depart	12	757	12	915	* AG	455	1.4	0.0	14.6
D.	NB External	12	915	12	1515	* AG	455	1.2	0.0	14.6
E.	NB Left	12	600	6	757	* AG	172	1.4	0.0	14.6
F.	SB Left	0	915	6	757	* AG	680	1.4	0.0	14.6
G.	SB External	0	1515	0	915	* AG	1239	1.2	0.0	14.6
H.	SB Approach	0	915	0	757	* AG	559	1.4	0.0	14.6
I.	SB Depart	0	757	0	600	* AG	1088	1.4	0.0	14.6
J.	SB External	0	600	0	0	* AG	1088	1.2	0.0	14.6
K.	EB External	-750	750	-150	750	* AG	1010	1.2	0.0	17.9
L.	EB Approach	-150	750	6	750	* AG	945	1.4	0.0	17.9
M.	EB Depart	6	750	162	750	* AG	1697	1.4	0.0	17.9
N.	EB External	162	750	762	750	* AG	1697	1.2	0.0	17.9
O.	WB External	762	765	162	765	* AG	2988	1.2	0.0	17.9
P.	WB Approach	162	765	6	765	* AG	2378	1.4	0.0	17.9
Q.	WB Depart	6	765	-150	765	* AG	2439	1.4	0.0	17.9
R.	WB External	-150	765	-750	765	* AG	2439	1.2	0.0	17.9
S.	EB Left	-150	750	6	757	* AG	65	1.4	0.0	17.9
T.	WB Left	162	765	6	757	* AG	610	1.4	0.0	17.9

♀

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: #4 Rancho Bernardo Rd/ W. Bernardo Dr
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	* X	COORDINATES (M) Y	Z
1. Receptor	* -9	740	2.0

Caline 4 Input No 4 AM.csv

2. Receptor	*	20	740	2.0
3. Receptor	*	20	775	2.0
4. Receptor	*	-9	775	2.0

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	*	PRED CONC (PPM)	*	CONC/LI NK (PPM)							
						A	B	C	D	E	F	G	H
1. Receptor	*	84.	*	1.3	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2. Receptor	*	84.	*	1.1	*	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3. Receptor	*	265.	*	1.3	*	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.1
4. Receptor	*	95.	*	1.5	*	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1

RECEPTOR	*	CONC/LI NK (PPM)											
		I	J	K	L	M	N	O	P	Q	R	S	T
1. Receptor	*	0.1	0.0	0.0	0.0	0.5	0.1	0.3	0.1	0.0	0.0	0.0	0.1
2. Receptor	*	0.0	0.0	0.0	0.0	0.6	0.1	0.3	0.1	0.0	0.0	0.0	0.0
3. Receptor	*	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.7	0.2	0.0	0.0
4. Receptor	*	0.0	0.0	0.0	0.0	0.1	0.2	0.2	0.7	0.1	0.0	0.0	0.1

♀

APPENDIX D
Biological Resources Technical Report

Palomar Community College District South Education Center Project

BIOLOGICAL RESOURCES GENERAL SURVEY REPORT

March 2016

Land Development Review Division, City of San Diego, California
Assessor's Parcel Number 6782001900
Escondido, California USGS 7.5-minute Topographic Quadrangle
Unsectioned, Township 13 South, Range 2 West

Prepared for:



Palomar Community College District
San Marcos Campus
1140 West Mission Road
San Marcos, California 92069

Prepared by:



3570 Carmel Mountain Road, Suite 300
San Diego, California 92130
858.874.1810
Atkins #100028572

Table of Contents

1.0	Executive Summary.....	1
2.0	Introduction	2
2.1	Project Location.....	2
2.2	Project Description	2
3.0	Methodology	6
3.1	Pre-Survey Investigation.....	6
3.2	General Biological Surveys	6
4.0	Results.....	8
4.1	Weather Conditions	8
4.2	General Land Uses	8
4.3	Disturbance	8
4.4	Topography and Soils	8
4.5	Vegetation Communities.....	9
4.6	General Wildlife.....	18
5.0	Sensitive Biological Resources	19
5.1	Special-Status Species	19
5.2	Sensitive Natural Communities	25
5.3	Jurisdictional Waters and Wetlands.....	25
5.4	Wildlife Corridors and Linkages.....	26
6.0	Project Impact Analysis	27
6.1	Issue 1: Special-Status Species	27
6.2	Issue 2: Sensitive Natural Communities	28
6.3	Issue 3: Wetlands	29
6.4	Issue 4: Wildlife Corridors	29
6.5	Issue 5: Habitat Conservation Plans	30
6.6	Issue 6: Land Use Adjacency.....	30
6.7	Issue 7: Local Policies and Ordinances	30
6.8	Issue 8: Invasive Species.....	30
7.0	Mitigation, Monitoring, and Reporting	31
8.0	Certification and Acknowledgements	32
9.0	References.....	33

APPENDICES

- A Special-Status Plant and Animal Species Tables
- B Plant and Animal Species Observed

TABLES

Table 1	Vegetation Communities within the Property Boundary and Project Area.....	9
Table 2	Special-Status Plant Species Documented within 1 mile of the Survey Area	20
Table 3	Special-Status Animals Documented or Known to Occur within 1 mile of the Survey Area..	23

FIGURES

Figure 1	Regional Location	3
Figure 2	Proposed PCCD South Education Center Project Area.....	4
Figure 3	Project Area – USGS Topo Quad.....	5
Figure 4	Site Plan	10
Figure 5	USDA Soils.....	11
Figure 6	Vegetation Communities.....	13
Figure 7	Existing Biological Data.....	21

1.0 Executive Summary

Atkins completed a general biological survey and report for the Palomar Community College District (PCCD) South Education Center Project (project). PCCD proposes to establish the South Education Center on the 27-acre property located at 11111 Rancho Bernardo Road in the city of San Diego, San Diego County, California. The proposed project would convert the existing four-story, 110,000-square foot building into a comprehensive community college education center; construct a looped road; implement drainage improvements; and install walkways, hardscape areas, and landscaping.

This Biological Resources General Survey Report provides an inventory of existing biological conditions on and in the immediate vicinity of the proposed project site, and analyzes potential project-related impacts to sensitive biological resources with respect to local, state, and federal policy.

Atkins biologist Melissa Tu conducted a biological survey on May 14, 2015, following a project re-design that reduced the size of the project area. The survey focused on the revised project area, which is outside the Multi-Habitat Planning Area (MHPA) of the City of San Diego Multiple Species Conservation Program (MSCP). Vegetation communities within the revised project area include 5.47 acres of non-native grassland and 0.36 acre of landscaped areas. Therefore, the proposed project could result in impacts of up to 5.83 acres of previously disturbed areas.

Loss of foraging and nesting habitat for special-status animal species and bird species protected under the Federal Migratory Bird Treaty Act and California Fish and Game Code (CFG Code) may occur as a result of construction activities. However, impacts would be mitigated through breeding season (March 15 through August 30) and nest avoidance. In addition, the loss of foraging habitat is not expected to be significant and would be mitigated by landscaping with native species. No special-status plant species are anticipated to be directly adversely affected by the proposed project.

The standard best management practices (BMPs) will be implemented during project construction, including installation of construction fencing and maintenance of equipment and materials, to ensure that direct impacts to adjacent habitats do not occur and potential indirect impacts are avoided or minimized.

2.0 Introduction

At the request of PCCD, Atkins prepared this Biological Resources General Survey Report for the PCCD South Education Center Project (project). PCCD proposes to establish the South Education Center on the 27-acre property located at 11111 Rancho Bernardo Road in the city of San Diego, San Diego County, California (Figure 1). The proposed project would convert the existing four-story, 110,000-square foot building into a comprehensive community college education center as well as provide updated access and security features on the property (Figure 2). This report provides the documentation necessary for project review under the California Environmental Quality Act (CEQA) to allow for the construction, operation, and maintenance of the proposed road and facilities.

2.1 Project Location

The area proposed for the project is located in the Rancho Bernardo Community planning area in the northern portions of the city of San Diego, San Diego County, California. Specifically, the project site is located at 11111 Rancho Bernardo Road. The site is depicted on the Escondido, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle map within an unsectioned portion of Township 13 South and Range 2 West (Figure 3).

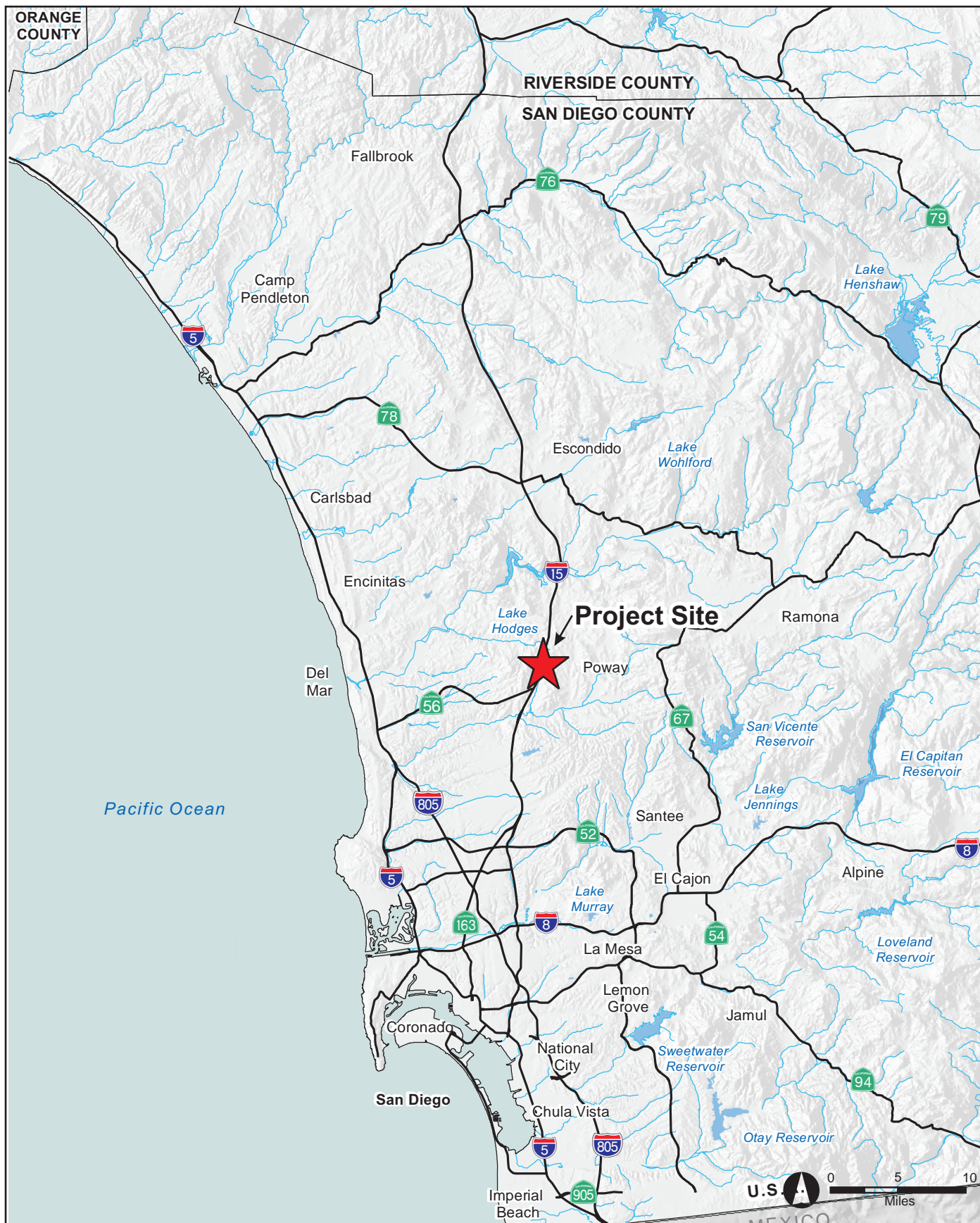
The project site is not located within or directly adjacent to the boundaries of the MHPA of the City of San Diego MSCP. It is, however, situated about 1.50 miles south of the Lake Hodges Segment of the MSCP Subarea Plan area. Additionally, the project site is approximately 0.25 mile east of an area designated as MSCP Preserve Land. The project site is separated from the preserve land by Rancho Bernardo Road.

2.2 Project Description

The proposed project would establish the PCCD South Education Center by converting the existing four-story, 110,000-square-foot building into a comprehensive community college education center. The project would also make improvements to the existing parking structure; construct a looped access road; implement drainage improvements; and install walkways, hardscape areas, and landscaping.

The new looped access road would be approximately 1,238 feet long and follows the outer boundary of the existing graded pad from the northern boundary of the existing parking lot to the existing parking structure. The proposed alignment of the loop road would follow the edge of existing non-native grassland.

Construction of the proposed project is anticipated to begin in July 2016 and be completed by January of 2018, lasting approximately 18 months.



Source: SanGIS, 2009; CASIL, 2009

ATKINS

FIGURE 1
Regional Location

100028572

Palomar College South Education Center BTR



Source: ESRI 2015

ATKINS

FIGURE 2
Proposed PCCD South Education Center Project Area

100028572

Palomar College South Education Center BTR



FIGURE 3
Project Area - USGS Topo QUAD

Source: Escondido and Rancho Santa Fe USGS 7.5 Minute Quads, 2015

ATKINS

100028572

Palomar College South Education Center BTR

3.0 Methodology

3.1 Pre-Survey Investigation

Prior to conducting field surveys, a thorough review of available relevant maps, databases, and literature pertaining to biological resources known to occur in the project site was performed. Aerial imagery (Google Earth 2015), topographic maps (USGS 2015), soils maps (U.S. Department of Agriculture [USDA] 2015), vegetation maps (City of San Diego 1997; SanGIS 2015), national wetland inventory (U.S. Fish and Wildlife Service [USFWS] 2015a) and other maps of the project site and vicinity were acquired and reviewed to obtain updated information on the natural environmental setting. In addition, a query of sensitive species and habitat databases was conducted, including the California Natural Diversity Database (CNDDB; California Department of Fish and Wildlife [CDFW] 2015a), the California Native Plant Society (CNPS) Electronic Inventory (CNPS 2015), San Diego Natural History Museum (SDNHM) Plant Atlas (SDNHM 2015), and the Consortium of California Herbarium (Consortium 2015) applications, as well as a review of regional lists produced by the USFWS (2015b) and CDFW (2015a, 2015b, and 2015c).

The pre-survey investigation also included a verification of whether or not the project site falls in areas designated as final or proposed USFWS Critical Habitat for federally threatened or endangered species (USFWS 2015c), as well as areas designated as MHPA for the MSCP Subarea Plan (SanGIS 2015). Lastly, the pre-survey investigation included a review of MSCP documents (City of San Diego 1997) and the City of San Diego Land Development Code, Land Development Manual and Biology Guidelines, and Environmentally Sensitive Lands regulations, and amendments (City of San Diego 2012).

The complete list of sensitive species and habitats that have been previously recorded in the vicinity of the proposed project was compiled, and all recorded locations of species and other resources were mapped and overlayed onto aerial imagery using Geographic Information Systems (GIS). The list of sensitive species and habitats represents database results for areas within approximately two miles of the project site, as well as selected results from the Escondido, California USGS 7.5 minute topographic quadrangle (Appendix A).

3.2 General Biological Surveys

An initial general biological survey of the project site and approximately 100 feet beyond the site, hereinafter referred to as the survey area, was conducted by Atkins in June 2012. The survey was conducted on-foot and included 100 percent visual coverage of the survey area. The survey included a general inventory of existing conditions and focused primarily on mapping vegetation communities or habitat types, assessing suitability for sensitive plant and wildlife species, and identifying potential wetlands and other sensitive resources. Physical parameters assessed included vegetation and soil conditions, presence of indicator plant and wildlife species, slope, aspect and hydrology. A follow-up general biological survey was performed by Atkins in October 2012, which focused on the coastal sage scrub habitat located in the northeastern and eastern portions of the survey area.

The project was re-designed and the project area revised subsequent to the survey in October 2012. On May 14, 2015, Melissa Tu, an Atkins' qualified biologist, conducted a general biological survey of the updated project area including the loop access road. All plant and wildlife species observed in 2012 and 2015 are listed in Appendix B.

Vegetation communities were mapped in the field using aerial imagery and 7.5-minute USGS topographic base maps. The vegetation communities were classified according to Oberbauer *et al.* (2008). The names of plant species discussed in this report generally follow the nomenclature suggested by the CNPS and in Jepson (Baldwin *et al.* 2012) and Munz (1974). The names of wildlife generally follow the nomenclature suggested by CDFW (CDFG 2008).

Data was collected in the field using a Garmin GPSMAP 60CSx hand-held Global Positioning System unit and recorded on recent aerial imagery at a 1 inch = 200 feet scale. Other materials used in the field included field binoculars, digital camera, and a Kestrel hand-held air temperature and wind speed recording device.

4.0 Results

4.1 Weather Conditions

The May 14, 2015, survey was conducted between the hours of 8:30 and 10:30 a.m. Weather conditions encountered included mostly cloudy skies and light drizzle with temperatures ranging from 59 to 61 degrees Fahrenheit, and winds ranging from 0 to 4 miles per hour out of the west.

Prior to 2015, the June 21, 2012, survey was conducted between the hours of 7:00 a.m. and 1:00 p.m. Weather conditions encountered included partly cloudy skies, with temperatures ranging from 62 to 68 degrees Fahrenheit, and winds ranging from 1 to 3 miles per hour out of the west. The October 3, 2012, survey was conducted between the hours of 7:30 a.m. and 12:30 p.m. Weather conditions encountered included clear skies, with temperatures ranging from 68 to 70 degrees Fahrenheit, and winds ranging from 0 to 1 mile per hour out of the west.

4.2 General Land Uses

General land use in the survey area is limited to existing commercial developments, ornamental plantings, non-native grassland, and native and non-native open space. General land use surrounding the survey area includes disturbed and undisturbed open space and residential developments to the north, and existing commercial developments to the east, south, and west. The project site is also located approximately 0.25 mile east of an area designated as MSCP Preserve Land (SanGIS 2015).

4.3 Disturbance

The survey area contains anthropogenic related disturbances. An existing 110,000 square-foot, 4-story building is located at the center of the property. Also, within the project site is a paved parking lot situated northwest of the building and a graded area to the east. The 2015 project area is within a previous graded area. Other disturbances include those resulting from the operation of, and proximity to, adjacent existing commercial and residential developments. Lighting, noise, runoff, and encroachment resulting from building and parking lot operations present direct and indirect disturbances to wildlife and habitat. Further, much of the native habitat in the survey area has been subject to the spread of ornamental landscape, as evident by a relatively high number of non-native and exotic ornamental plant species.

4.4 Topography and Soils

The majority of the survey area occurs on a northeast-facing slope with an approximate 2:1 gradient. Elevations range from approximately 740 to 645 feet above mean sea level. Above the slope and in the western portions of the survey area, the topography is relatively flat as a result of parking lot developments for the commercial property. Below the slope and in the north and northwestern portions of the survey area, the topography is defined by a shallow gradient that gently slopes into open space and a drainage feature at the base of the supporting canyon.

As depicted in Figure 4, the soils in the survey area are mapped as: Bonsall sandy loam (2 to 9 percent slopes), Cienega rocky coarse sandy loam (9 to 30 percent slopes eroded), Diablo clay (15 to 30 percent slopes), Diablo-Olivenhain complex (9 to 30 percent slopes), Olivenhain cobbly loam (9 to 30 percent slopes), San Miguel rocky silt loam (9 to 30 percent slopes), and San Miguel-Exchequer rocky silt loams (9 to 70 percent slopes) (USDA 2015). These soils are generally well-drained and typical of marine terraces with gravelly alluvium parent material derived from various sources. The lower profiles of these soils are reported to contain a very cobbly clay and clay loam content. The soils in the eastern portions of the survey area are highly disturbed and compacted as a result of existing developments. The observed soils on the slope and in the canyon bottom have been disturbed by erosion damage associated with the surrounding land use.

4.5 Vegetation Communities

As presented in Figure 5, a total of 11 vegetation communities or habitat types were mapped in the survey area during the general biological surveys: developed land, disturbed land, coastal sage scrub, coastal sage scrub-disturbed, disturbed wetland, eucalyptus woodland, mixed chaparral, native grassland, non-native grassland, ornamental plantings, and scrub oak chaparral. The names and classification of vegetation communities are derived from the City of San Diego (City of San Diego 1997, 2009, 2012). Descriptions are supplemented by those provided in Holland (1986), Oberbauer (1996), and Oberbauer and Buegge (2008). A complete list of plant species observed in the survey area is provided in Appendix B (Baldwin et al 2012; Lightner 2011). Table 1 below provides a summary of the existing vegetation communities mapped in the project area and surrounding property boundary (Figure 5).

Table 1 Vegetation Communities within the Property Boundary and Project Area

Vegetation Community	Existing Acreage (Rounded)	
	Property Boundary	Project Area
Developed	6.18	6.17
Disturbed / Non-Native Vegetation	0.10	0
Coastal Sage Scrub*	3.67	0
Coastal Sage Scrub – Disturbed*	2.25	0
Disturbed Wetland*	0.08	0
Eucalyptus Woodland	0.16	0
Mixed Chaparral*	2.18	0
Native Grassland*	0.14	0
Non-native Grassland	6.46	5.47
Ornamental Plantings	4.31	0.36
Scrub Oak Chaparral*	1.47	0
TOTAL	27.00	12.00

*= sensitive natural community



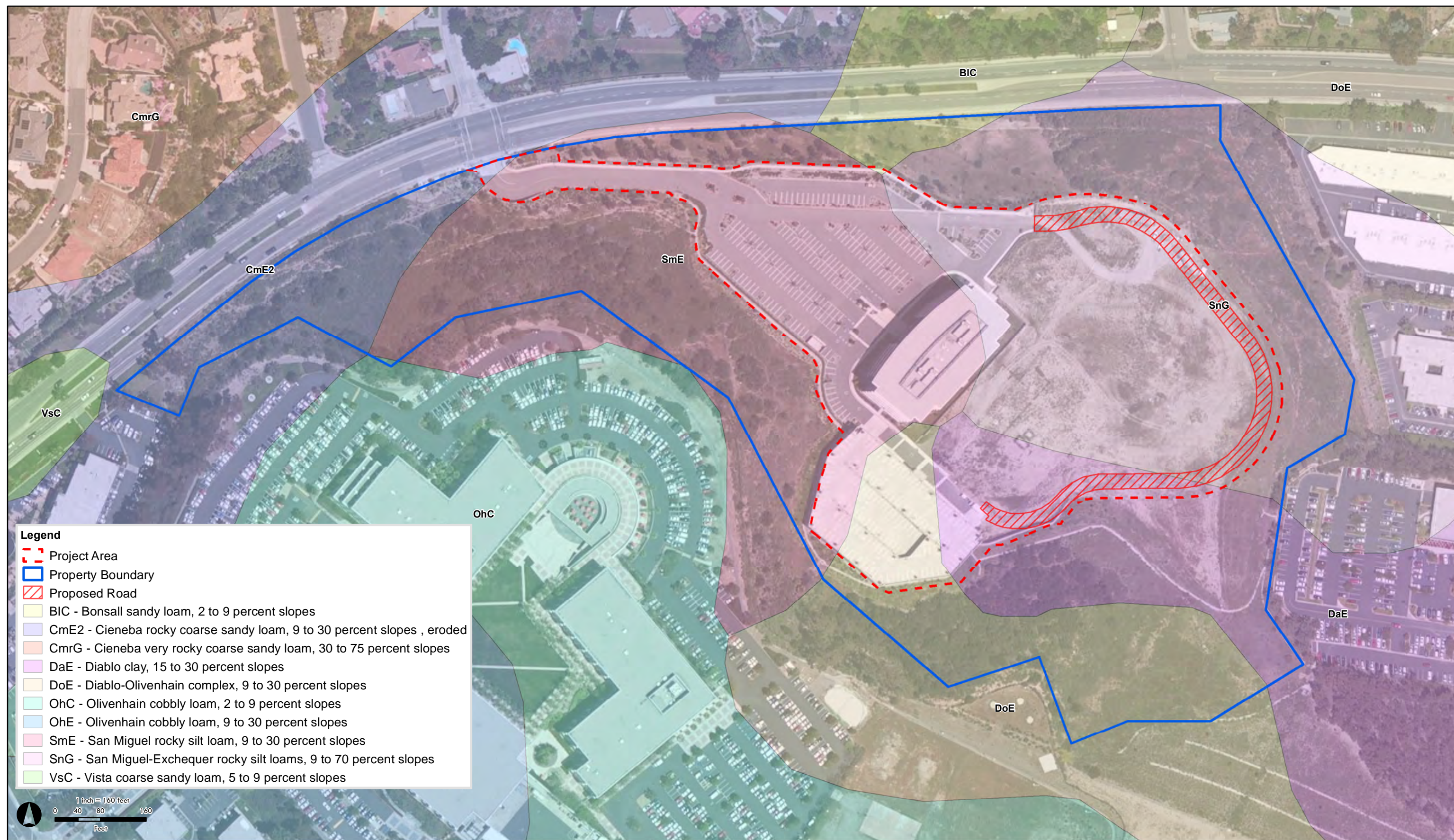
FIGURE 4
Site Plan

100028572

ATKINS

Source: LPA 2014

Palomar College South Education Center BTR



Source: USDA, 2015; ESRI, 2015

ATKINS

FIGURE 5
USDA Soils

100028572

Palomar College South Education Center BTR

Vegetation Communities within the Project Area

Non-Native Grassland

Non-native grassland is an herbaceous habitat type dominated by one or several non-native species. This designation is applied where non-native broadleaf species account for less than 50 percent of the total vegetative cover. Non-native grasslands typically occur in areas with disturbance and/or a proximity to a nearby seed source resulting in the establishment of extensive and persistently dominant non-native grasses and less dominant broadleaf species (Figure 6). Characteristic grass species include oats (*Avena* spp.) and bromes (*Bromus* spp.). Common non-native broadleaf forbs include black mustard (*Brassica nigra*), short-pod mustard (*Hirschfeldia incana*), fennel (*Foeniculum vulgare*), star-thistle (*Centaurea* spp.), and other non-native, invasive broadleaf species. This community is prevalent throughout San Diego County.

The non-native grassland within the survey area was dominated with non-native grasses. Dominant species include bromes and other non-native vegetation such as artichoke thistle (*Cynara cardunculus*). This area is in an early coastal sage scrub successional stage. There are small coyote brush (*Baccharis pilularis*) and California buckwheat (*Eriogonum fasciculatum*) shrubs scattered throughout the area and a few small California sagebrush (*Artemisia californica*) (Photo 1).

A narrow linear area, too small to map, along the edge of the non-native grassland next to the developed area, is dominated by black willows (*Salix gooddingii*), salt cedar (*Tamarix* spp.), and toad rush (Photo 2).

A small manmade basin also occurs in the northern portion of the project area near the proposed road. The area is dominated by bare ground and non-native grass and includes some hydrophitic plant species including curly dock (*Rumex crispus*), Western ragweed (*Ambrosia psilostachya*), and a few small mule fat (*Baccharis salisifolia*) bushes.

The non-native grassland within the project area provides low quality habitat for commonly occurring wildlife species.



Photo 1. Non-native grassland looking southwest.



Photo 2. Native willow trees next to the developed area.



FIGURE 6
Vegetation Communities

Source: SANDAG, 2015; ESRI, 2015

ATKINS

100028572

Palomar College South Education Center BTR

Ornamental Plantings

Non-native ornamental plantings describe areas in which there is evidence of previous removal of natural habitat and planting of non-native ornamental species. Invasive non-native plant species typical in southern California include: ornamental trees such as palm (*Washingtonia* spp., *Phoenix* spp.), and gum; shrubs such as wattle (*Acacia* spp.) and oleander (*Nerium oleander*); and, groundcover such as turf grass and hottentot-fig (*Carpobrotus edulis*), among others. This community is widespread throughout San Diego County.

The ornamental plantings within the project area are associated with the landscaping for the existing commercial building in the project area. The landscaped area adjacent to the commercial building is irrigated and consists primarily of turf grass, pines (*Pinus* spp.), and French lavender (*Lavandula dentata*). The ornamental plantings surrounding the disturbed non-native grassland consists primarily of small open canopy gum trees and non-native grasses.

Developed

Developed land generally includes areas that have been permanently altered due to the construction of aboveground structures such as buildings, roads, and golf courses. Developed land is characterized by a high percentage of non-vegetated bare earth or asphalt, concrete, and other permanent surfaces.

Developed land is the second most prevalent community in the survey area. This community type occurs as existing commercial development in the central portion of the survey area, including an asphalt parking lot, buildings, and ornamental landscaping (primarily mature pine trees and ornamental lavender). Areas characterized by developed land provide limited biological function and value.

Vegetation Communities within the Property Boundary outside the Survey Area

Disturbed/Non-Native Vegetation

Disturbed/non-native vegetation includes areas in which there is sparse vegetative cover and where there is evidence of soil surface disturbance and compaction from previous human activity and/or the presence of building foundations and debris. For the purposes of this assessment, areas described as disturbed/non-native vegetation include elements of “disturbed land” bordered by “ornamental plantings.” Vegetation in disturbed habitat (if present) will have a high predominance of non-native plant species. This includes exotic species recruited to the area from adjacent ornamental landscaped areas and/or ruderal (weedy) annual species that are indicators of disturbance, such as Russian thistle (*Salsola tragus*), telegraph weed (*Heterotheca grandiflora*), horehound (*Marrubium vulgare*), and sow-thistle (*Sonchus oleraceus*), among others.

A small patch of disturbed/non-native vegetation is mapped in the northern portion of the property adjacent to Rancho Bernardo Road. This area is comprised of disturbed open patches of non-native herbs and other groundcover between the canopy of adjacent scrub and chaparral. Dominant plant species observed included hottentot-fig (*Carpobrotus edulis*), ripgut (*Bromus diandrus*), and black mustard (*Brassica nigra*). Other notable species included red brome (*Bromus madritensis* ssp. *rubens*), slender wild oats (*Avena barbata*), artichoke thistle, Mexican fan palm (*Washingtonia robusta*), and pine (*Pinus* spp.). The disturbed/non-native vegetation in the area hosts several non-native and/or invasive plant species and provides limited biological function and value.

Coastal Sage Scrub and Coastal Sage Scrub – Disturbed

Coastal sage scrub is a native scrub-type community that is widespread throughout the lower elevations of southern California. Vegetation typically consists of low-growing, drought-deciduous, perennial and evergreen shrubs adapted to xeric sites supported by steep and gentle sloping topography with severely drained soils or clays that release stored soil moisture slowly. Coastal sage scrub most often occurs as a dense scrub-type community of scattered shrubs, sub-shrubs, and herbs generally less than 3 feet tall developing considerable cover. Typical stands are dominated by the native shrub, California sagebrush, with a sub-dominance of one or more native shrubs, such as California buckwheat and black sage (*Salvia mellifera*). The understory typically consists of native and non-native grasses, and annual forbs. Diagnostic species generally include California sagebrush, California buckwheat, black sage, white sage (*Salvia apiana*), laurel sumac (*Malosma laurina*), sticky monkey flower (*Mimulus auranticus*), chaparral yucca (*Yucca whipplei*), and California aster (*Corethrogyne filaginifolia*), among others. This community is fire-adapted, with many constituent plant species being able to sprout new stems from remnant crowns after a burn. In southern California, this community intergrades with coastal dunes scrub and foredune habitats along the coast, and with grassland, chaparral, and oak woodland habitats at inland locales. Coastal sage scrub is the primary habitat for the federally threatened coastal California gnatcatcher (*Poliophtila californica californica*), among other sensitive species.

Coastal sage scrub and disturbed coastal sage scrub occur in patches around the boundary of the project area. Stands in the eastern, western, and southern portions of the survey area are considered to be relatively low in habitat quality due to very low species richness, predominance of non-native plant species, and proximity to existing developments. The stand in the northeastern portion of the survey area, next to the area where the new access road is proposed, is highly disturbed by ornamental plantings. In terms of composition, these patches are fairly homogenous and support a low diversity of plant species. In general, dominant shrub species observed in the survey area include California sagebrush, coyote brush, and buckwheat. Other shrub species observed in much lower percent cover include sticky monkey flower, black sage, deerweed (*Acmispon glaber*), and lemonade berry (*Rhus integrifolia*). The northern stand also contains a relatively high percent cover of non-native grasses and ruderal forbs, including red brome, ripgut, and black mustard. Relative to other coastal sage scrub habitat in the local area (e.g., Lake Hodges Cornerstone MSCP area), the coastal sage scrub in the survey area is highly disturbed and provides limited biological function and value. Furthermore, due to its steepness of slopes, vegetation composition, proximity to existing developments, and overall disturbance, the coastal sage scrub in the survey area is generally unsuitable and does not support the constituent elements required by the coastal California gnatcatcher (USFWS 2010).

Disturbed Wetland

Disturbed wetlands include areas permanently or periodically inundated by water, which have been significantly modified by human activity. Site factors associated with disturbed wetlands include obvious artificial structures such as concrete lining, barricades, rip-rap, piers, or gates. Examples of disturbed wetlands may include lined channels, Arizona crossings, detention basins, culverts, and ditches. Characteristic species of disturbed wetlands include giant reed (*Arundo donax*), salt cedar, gum tree, fan palm (*Washingtonia* spp.), pampass grass (*Cortaderia* spp.), and Bermuda grass (*Cynodon dactylon*). This habitat may also contain willows (*Salix* spp.), cattails (*Typha* sp.), and a variety of other wetland plants. Disturbed wetlands occur throughout San Diego County.

Disturbed wetland occurs within the northern and southern portions of the survey area. This habitat is found in association with an existing concrete-lined ditch and in areas that channel seasonal flows supported by ambient runoff. Dominant plant species observed include toad rush (*Juncus bufonius*), curly dock, and Italian ryegrass (*Festuca multiflorum*). Overall, the disturbed wetland within the survey area provides low quality habitat and limited biological function and value.

Eucalyptus Woodland

Eucalyptus woodland habitats vary from single-species thickets with little or no shrubby understory, to scattered trees over a well-developed herbaceous and shrubby understory. In most cases, eucalyptus forms a dense stand with a closed canopy. Eucalyptus species produce a large amount of leaf and bark litter, of which, the chemical and physical characteristics limit the ability of other species to grow in the understory, decreasing floristic diversity. Overstory composition is typically limited to one species of the genus, but can be mixed stands composed of several species. Few native overstory species are present within eucalyptus planted areas, except in small cleared pockets. Characteristic vegetation is the gum tree (*Eucalyptus* spp.) with the most common species consisting of blue gum (*Eucalyptus globulus*) and red gum (*Eucalyptus camaldulensis*). In San Diego County, this introduced habitat ranges from coastal to foothill locales that have access to water sources.

Eucalyptus woodland occurs in small patches along the eastern, western, and southern boundaries of the survey area. The woodland stand is relatively dense and comprised of similar-age blue gum trees that have evidently occurred in the area for decades (Google Earth 2015). Understory growth is limited to non-native grasses, namely ripgut. Due to disturbance factors, the eucalyptus woodland within the survey area provides relatively low quality habitat and limited biological function and value.

Mixed Chaparral

Mixed chaparral is a broad classification for native chaparral-type communities that are widespread throughout the lower and mid elevations of southern California. It consists of broad-leaved, sclerophyllous shrubs that grow to about 10 feet in height. Mixed chaparral shrubs are typically associated with north- and east-facing slopes and found at higher elevations than coastal sage scrub. For the purposes of this assessment, the City of San Diego classification term “mixed chaparral” is used synonymously with the more specific term, “southern mixed chaparral.” Southern mixed chaparral is perhaps the most widespread upland habitat type in the southern California coastal region. Depending on the type of chaparral, dominant species may include mission manzanita (*Xylococcus bicolor*), California scrub oak (*Quercus berberidifolia*), redberry (*Rhamnus crocea*), toyon (*Heteromeles arbutifolia*), horryleaf ceanothus (*Ceanothus crassifolius*), and Ramona lilac (*Ceanothus tomentosus*), among many others.

Mixed chaparral occurs in two distinct patches in the western portion of the survey area. Similar to coastal sage scrub found in the survey area, the mixed chaparral is considered to be relatively low in habitat quality, primarily due to very low species richness and proximity to existing developments. The mixed chaparral that occurs in the survey area is strongly dominated by lemonade berry. Other species observed in much lower densities include scrub oak, laurel sumac, and black sage. The mixed chaparral in the survey area provides limited biological function and value.

Native Grassland

Native grassland habitats in San Diego County are dominated by native perennial grasses. Typically, these will include dense tussocks of purple needlegrass (*Stipa pulchra*). Native and introduced annuals occur between the perennials, often exceeding the bunchgrasses in percentage of cover. Native perennial herbs such as checkerblooms (*Sidalcea* spp.), blue-eyed grass (*Sisyrinchium bellum*), poppies (*Eschscholzia* spp.), or golden fields (*Lasthenia* spp.) are also apparent in this habitat when it occurs within San Diego County. The percentage cover of native species at any one time may be quite low, but an area is considered native grassland if 20 percent aerial cover of native species is present.

Native grassland occurs in isolated patches in the western portion of the survey area. The dominant native species is purple needlegrass (*Stipa pulchra*), but the area also includes many introduced annual grasses, such as slender wild oat, red brome, and ripgut. Due to the lack of species diversity and general disturbance from surrounding development, native grassland provides limited biological function and value within the survey area.

Non-Native Grassland

Non-native grassland occurs in the southern portion of the survey area. This habitat occurs as isolated patches within the survey area and is not directly connected to any larger, more expansive grassland blocks. Overall, the grassland within the survey area contains a slight dominance of non-native grasses over broadleaf species. Dominant species include ripgut, soft chess, and wild oat. Sub-dominant species include native and non-native annuals, such as filaree (*Erodium botrys*), dove weed (*Croton setiger*), fiddleneck (*Amsinckia menziesii*), Spanish lotus (*Lotus purshianus*), short-pod mustard, prickly lettuce (*Lactuca serriola*), and yellow star thistle (*Centaurea solstitialis*), among others. The non-native grassland within the survey area provides low quality habitat and limited biological function and value for commonly occurring wildlife species.

Ornamental Plantings

Approximately 4.31 acres of ornamental plantings are mapped encircling the non-native grassland and developed portions of the project area. This habitat is characterized by several non-native sub-tree and shrub species defining an open canopy, with scattered non-native annual herbaceous species in the understory. A few isolative native shrub species also occur amongst the non-native understory. Overall, the non-native ornamental plantings habitat within the survey area provides limited biological function and value.

Developed

Non-native vegetation/ornamental plantings describe areas in which there is evidence of previous removal of natural habitat and planting or recruitment of non-native ornamental plant species, are typical of landscaped areas and are usually in close proximity to existing developments. Non-native plant species typical of this habitat include ornamental trees such as pine, pepper (*Schinus* spp.), palm (*Washingtonia* spp., *Phoenix* spp.), and gum; shrubs such as wattle and oleander (*Nerium oleander*); and groundcover such as turf grass, common ice plant (*Mesembryanthemum crystallinum*), and hottentot-fig, among others. This community is widespread throughout San Diego County.

Ornamental plantings are mapped encircling the disturbed and developed portions of the survey area. This habitat is characterized by several non-native sub-tree and shrub species defining an open canopy, with scattered non-native annual herbaceous species in the understory. A few isolated native shrub species also occur amongst the non-native understory. Overall, the non-native vegetation/ornamental plantings habitat within the survey area provides limited biological function and value.

Scrub Oak Chaparral

Scrub oak chaparral generally consists of dense, evergreen chaparral with vegetation height measuring up to 20 feet tall. This habitat is dominated by scrub oaks with considerable California mountain mahogany (*Cercocarpus betuloides*). In San Diego County, California scrub oak is often the dominant species (more than 50% cover) and usually occurs in small patches within a variety of other vegetation communities. Scrub oak chaparral typically occurs in somewhat mesic areas at elevations up to 5,000 feet, often on north-facing slopes.

Scrub oak chaparral occurs in the southern portion of the survey area. The area is characteristically dominated by scrub oak and occurs as an isolated stand among surrounding developed and disturbed areas. The scrub oak chaparral within the survey area provides moderate quality habitat, but limited biological function and value for commonly occurring wildlife species.

4.6 General Wildlife

The project area was previously disturbed by commercial development and does not provide extensive high quality habitat for wildlife species. Overall, wildlife activity during the general surveys was low. A single reptile, 16 birds, and 5 mammal species were observed or otherwise detected by call or sign in the survey area during the general biological surveys (Appendix B). Common species observed or otherwise detected (e.g., call, feathers, scat, tracks) in or flying over the survey area included common reptiles such as side-blotched lizard (*Uta stansburiana*); common songbirds such as black phoebe (*Sayornis nigricans*), northern mockingbird (*Mimus polyglottos*), house finch (*Carpodacus mexicanus*), lesser goldfinch (*Spinus psaltria*), song sparrow (*Melospiza melodia*), Bullock's oriole (*Icterus bullockii*), Anna's hummingbird (*Calypte anna*), American crow (*Corvus brachyrhynchos*), and mourning dove (*Zenaidura macroura*); and common mammals including desert cottontail (*Sylvilagus audubonii*), California ground squirrel (*Otospermophilus beecheyi*), and domestic dog (*Canis familiaris*). In addition, an inactive woodrat (*Neotoma* spp.) nest was observed in the northwestern portion of the survey area (outside of the project area). It is unknown whether or not the woodrat nest was associated with the San Diego desert woodrat (*Neotoma lepida intermedia*), a sensitive species. With the exception of the unconfirmed San Diego desert woodrat nest, no rare, threatened, or endangered species were observed or otherwise detected in the survey area. Appendix B provides a complete list of wildlife species observed or otherwise detected in the survey area, including the habitat types where each species was observed (CDFG 2008).

5.0 Sensitive Biological Resources

Sensitive biological resources generally include the following: (1) vegetation communities or habitat types that are unique, of relatively limited distribution, or of particular values to wildlife; and (2) species and other resources that have been given special recognition by federal or state agencies, and/or are included in the MSCP due to limited, declining, or threatened populations or extent.

Sensitive biological resources determined to occur or have a potential to occur in the survey area are described below in terms of special-status species, sensitive natural communities, jurisdictional waters and wetlands, and wildlife corridors and linkages. Figure 7 presents CDFW CNDDDB special-status species observations, including historical observations, and SanGIS special-status species data within one mile of the survey area (CDFW 2015; SanGIS 2015).

5.1 Special-Status Species

Special-status Plant Species

Special-status plant species are those that: are federally listed as threatened or endangered by the USFWS (2015b); are state listed as threatened or endangered or considered sensitive by the CDFW (2015b, 2015c); are CNPS List 1A, 1B, or 2 species recognized in the CNPS's Inventory of Rare and Endangered Vascular Plants of California (CNPS 2015), as consistent with CEQA guidelines; are covered species under the City of San Diego MSCP Subarea Plan; and/or are narrow endemic (plant) species identified in the City of San Diego MSCP Subarea Plan and regulations.

Based on a list compiled through the CNDDDB (CDFW 2015a), SanGIS (SanGIS 2015), and other sources (SDNHM 2015; CNPS 2015; Consortium 2015; and Calflora 2015), six special-status plant species historically occurred within one mile of the project area (Table 2), including two state and federally listed species, and three CNPS rare species. Nuttall's scrub oak (*Quercus dumosa*) and San Diego barrel cactus (*Ferocactus viridescens*) were reported within the area prior to the original development in 1996, but these species have not been seen during subsequent surveys. Approximately 20 individual variegated dudleya (*Dudleya ariegate*) plants were documented on the slope in the southernmost portion of the site during 2001. In 2003, the population was confirmed on site, but was reduced to only three individuals (2004 AMEC).

Twelve special-status plant species have been documented between one to two miles from the survey area (Table A-1 in Appendix A). Most of the special-status plant species have not been reported as occupying habitat in the survey area. No special-status plant species are likely to occur in the project area for the reasons described below.

No special-status plant species were observed in the survey area during the general biological surveys conducted on June 21, 2012, October 3, 2012, and May 14, 2015, which included 100 percent visual coverage and a complete botanical inventory of the survey area during the "spring blooming period" for the region. Given the dates of the May and June surveys (during a time of the year when most plant species, including spring-blooming annuals, are readily detectable) and methods employed (100 percent visual coverage and a complete botanical inventory), special-status plant species would have likely been observed had any special-status plant species been present.

Table 2 Special-Status Plant Species Documented within 1 mile of the Survey Area

Common Name	Scientific Name	Federal ⁽¹⁾ / State ⁽²⁾ / CNPS List ⁽³⁾	MSCP ⁽⁴⁾	Habitat Associations	Occurrence ⁽⁵⁾
California adolphia	<i>Adolphia californica</i>	-/-/2.1	-	San Miguel and Friant soils in Diegan Coastal Sage Scrub and the periphery of chaparral types.	Historically occurred approximately one mile west of the survey area.
Encinitas baccharis	<i>Baccharis vanessae</i>	FT/SE/1B.1	Narrow Endemic	Mature but relatively low growing chaparral dominated by chamise (<i>Adenostoma fasciculatum</i>)	Documented approximately one mile west of the project area. Occurs north and south of the project area in the Lake Hodges Segment (MSCP) and 4S Ranch.
San Diego barrel cactus	<i>Ferocactus viridescens</i>	-/-/2.1	Covered	Cobbled soils on South Coast hillsides and ridges, and sometimes on the periphery of vernal pools.	Occurred in the survey area in 1995. Occurs in the open space northwest of the survey area.
San Diego thorn mint	<i>Acanthomintha ilicifolia</i>	FT/SE/1B.1	Narrow Endemic	Openings in clay soils in chaparral, coastal scrub and grasslands also in vernal pools.	Historically occurred southwest of the survey area.
Variegated dudleya	<i>Dudleya variegata</i>	-/-/1B.2	Narrow Endemic	Openings in sage scrub and chaparral, rocky grasslands, and vernal pools.	Occurred in the southern portion of the survey area in 2003.
Nuttall's scrub oak	<i>Quercus dumosa</i>	-/-/1B.2	-	Chaparral.	Occurred in the survey area in 1995.

⁽¹⁾ **Federal Status** – FE = Federally Endangered; FT = Federally Threatened; FC = Candidate for federal listing; FD = Delisted

⁽²⁾ **State Status** – SE = State Endangered; ST = State Threatened

⁽³⁾ **CNPS** – 1A = Plants presumed extinct in California; 1B = Plants rare, threatened, or endangered in California and elsewhere; 2 = Plants rare, threatened, or endangered in California, but more common elsewhere; 3 = Plants in need of more information; 4 = Plants of limited distribution; x.1 = Seriously endangered in California (>80% of occurrences threatened or high degree and immediacy of threat); x.2 = Fairly endangered in California (20-80% of occurrences threatened); x.3 = Not very endangered in California (<20% of occurrences threatened or no current threats known)

⁽⁴⁾ **MSCP** covered species are species that will be adequately conserved and "covered" by the City of San Diego MSCP Subarea Plan, based on the City of San Diego MHPA preserve configuration vegetation community conservation targets for all subareas and implementation of habitat management plans. Narrow endemic species include a list of 15 species adopted by the City Council as narrow endemic species, as identified in the City of San Diego Land Development Manual – Biology Guidelines.

⁽⁵⁾ See Figure 7.

Sources: CDFW 2015a, Calflora 2015, CNPS 2015.

In addition, there are a number of disturbance factors associated with the area that would preclude the presence and persistence of special-status plant species. Perhaps most limiting are the prevalence of non-native plant species, disturbed soils, and low quality of the vegetation associations present in the survey area. Furthermore, the underlying soils of the survey area are not reported to be specifically associated with any rare endemic plants known to the region (SDNHM 2015; Consortium 2015; USDA 2015). Non-native grassland and a small disturbed wetland are the only habitats in the survey area that would be directly impacted with implementation of the proposed project. The area was previously disturbed by commercial development, so soil disturbance is evident throughout resulting in the establishment of invasive non-native plant species, such as mustard, and artichoke thistle. Therefore, no special-status plant species are expected to occur in the project area.

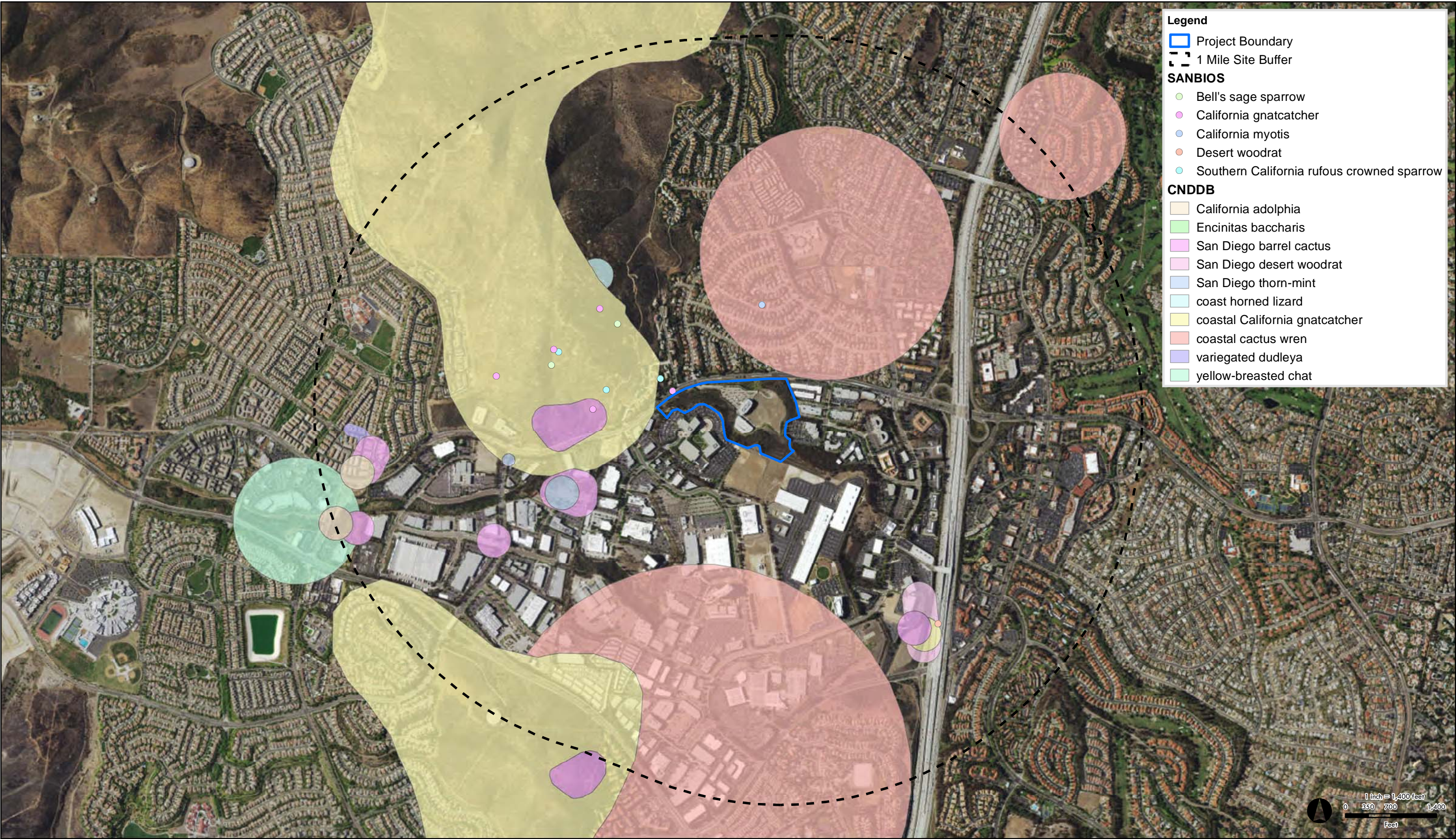


FIGURE 7
Existing Biology Data

100028572

Source: CNDDDB, Apr, 2015; SanBIOS, 2015; ESRI 2015

Palomar College South Education Center BTR

Sensitive vegetation communities in the survey area also have limited potential to support special-status plant species. The mixed and scrub oak chaparral are dense, homogenous, and provide little canopy or understory opportunity for rare endemic plants to become established. The understory of the mixed chaparral consists entirely of non-native herbs, and none of the shrub species observed in the canopy are considered to be sensitive. The native grassland occurs in isolated patches and includes many introduced annual grasses. Similarly, the areas mapped as disturbed/non-native vegetation, including eucalyptus woodland, ornamental plantings, and non-native grassland, are entirely occupied by non-native plants, most notably, freeway ice plant, gum tree, pine tree, and Mexican fan palm. Therefore, no special-status plant species would be expected to occur in the surveyed habitats outside the project area.

Special-status Animal Species

Special-status animal species are those listed as threatened or endangered, proposed for listing, or candidates for listing by the USFWS (2015b) or CDFW (2015c) or animals of special concern listed by CDFW (2015c) and/or covered species under the City's MSCP Subarea Plan.

Based on a list compiled through the CNDDDB and SANDAG San Diego MSCP data (CDFW 2015a, SANGIS 2015), 13 special-status animal species have been documented within approximately one mile of the survey area (Table 3) and an additional 14 species have been documented between one and two miles from the survey area (Table A-2 in Appendix A).

Special-status bird, mammal, and reptile species reported within one mile of the survey area are listed in Table 3. Species highlighted in bold print in Table 3 have the greatest potential to occur in the native habitat in the survey area. One special-status reptile species the Blainville's horned lizard (*Phrynosoma blainvillii*) has the potential to occur in the survey area. Blainville's horned lizard occurs in coastal sage scrub and chaparral habitat and has been documented northwest of the project area in the MSCP Preserve Land. No special-status amphibian species are likely to occur within two miles of the survey area.

Bird species with the greatest potential to transit through or forage in the survey area include southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), Bell's sage sparrow (*Amphispiza belli belli*), Cooper's hawk (*Accipiter cooperii*), and white-tailed kite (*Elanus leucurus*) (Table 3).

In 1995 prior to original site development, southern California rufous-crowned sparrow, Cooper's hawk, white-tailed kite, and coastal California gnatcatcher were recorded in the coastal sage scrub in the survey area (2004 AMEC). However, subsequent grading activities have reduced the potential of the area to support these special-status species and none of these four species were recorded during subsequent surveys in 2001, 2003, 2012, and 2015. Protocol surveys for coastal California gnatcatcher were also performed in 2001, but no gnatcatchers were observed and the species was deemed to be absent from the site (AMEC 2004, Atkins 2012). Southern California rufous-crowned sparrow, Bell's sage sparrow, Cooper's hawk, and white-tailed kite have moderate potential to forage or fly through the coastal sage scrub and chaparral habitat currently occurring in the survey area adjacent to the project area. These birds are not expected to nest in these habitats due to the small patch sizes and proximity to development. However, southern California rufous-crowned sparrow and Bell's sage sparrow breed in the chaparral and coastal sage scrub habitat in the MSCP Preserve Land northwest of the project area (Figure 7).

**Table 3 Special-Status Animals Documented or Known to Occur within
1 mile of the Survey Area**

Common Name	Scientific Name	Federal Status ⁽¹⁾	State Status ⁽²⁾	MSCP ⁽³⁾	Habitat Associations	Occurrence in Survey Area
Reptiles						
Blainville's horned lizard	<i>Phrynosoma blainvillii</i>	-	SSC	Covered	Inhabits coastal sage scrub and chaparral.	Moderate potential to occur in the survey area
Birds						
American peregrine falcon	<i>Falco peregrinus anatum</i>	FD	SE	Covered	Wetlands, lakes, rivers, or other water or on cliffs, banks, dunes, or mounds.	Not likely to occur.
Bell's sage sparrow	<i>Amphispiza belli</i>	-	WL	-	Nests in chaparral dominated by fairly dense stands of chamise.	Occurred in the survey area in 1995. Moderate potential to occur in the survey area.
Burrowing owl	<i>Athene cunicularia</i>	-	SSC	Covered	Open, dry annual, or perennial grasslands, deserts and scrublands characterized by low-growing vegetation.	Not likely to occur.
Coastal cactus wren	<i>Campylorhynchus brunneicapillus sandiegensis</i>	-	SSC	Covered	Coastal sage scrub with tall <i>Opuntia</i> cactus for nesting and roosting.	Not likely to occur; cactus is not present on site. Historically occurred within a mile prior to housing developments in the area.
Coastal California gnatcatcher	<i>Poliophtila californica</i>	FT	SSC	Covered	Low, coastal sage scrub in arid washes, on mesas, and on slopes.	Low potential to occur in the survey area based on small patchy habitat and previous surveys.
Cooper's hawk	<i>Accipiter cooperii</i>	-	WL	Covered	Open, interrupted, or marginal type woodland. Nest sites mainly found in riparian growths of deciduous trees in canyon bottoms on river flood-plains.	Occurred in the survey area in 1995. Likely to fly over the survey area. Not likely to nest in the survey area.
Southern California rufous-crowned sparrow	<i>Aimophila ruficeps canescens</i>	-	WL	Covered	Coastal sage scrub and sparse mixed chaparral.	Occurred within the study area in 1995. Moderate potential to occur in the survey area.
Yellow-breasted chat	<i>Icteria virens</i>	-	SSC	-	Summer resident that inhabits riparian thickets of willow and other brushy tangles near watercourses.	Not likely to occur.
White-tailed kite	<i>Elanus leucurus</i>	-	SFP	-	Rolling foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging.	Occurred in the survey area in 1995. Moderate potential to fly over the survey area. Not likely to nest in the survey area.

Table 3 Special-Status Animals Documented or Known to Occur within 1 mile of the Survey Area

Common Name	Scientific Name	Federal Status ⁽¹⁾	State Status ⁽²⁾	MSCP ⁽³⁾	Habitat Associations	Occurrence in Survey Area
Mammals						
San Diego black-tailed jackrabbit	<i>Lepus californicus bennettii</i>	-	SSC	-	Coastal sage scrub and chaparral.	Moderate potential to occur in the survey area.
San Diego desert woodrat	<i>Neotoma lepida intermedia</i>	-	SSC	-	Rock outcrops and slopes with moderate to dense canopies.	Likely to occur in the survey area.
Southern mule deer	<i>Odocoileus hemionus</i>	-	-	Covered	Variety of habitats over a broad range.	Likely to forage and transit through the survey area.

⁽¹⁾ **Federal Status** – FE = Federally Endangered; FT = Federally Threatened; FC = Candidate for federal listing; FD = Delisted

⁽²⁾ **State Status** – SE = State Endangered; ST = State Threatened

⁽³⁾ **MSCP** covered species are species that will be adequately conserved and "covered" by the City of San Diego MSCP Subarea Plan, based on the City of San Diego MHPA preserve configuration vegetation community conservation targets for all subareas and implementation of habitat management plans. Narrow endemic species include a list of 15 species adopted by the City Council as narrow endemic species, as identified in the City of San Diego Land Development Manual – Biology Guidelines.

References: CDFW 2015a, Calflora 2015, CNPS 2015.

Three special-status mammals have the potential to occur in the survey area. Southern mule deer (*Odocoileus hemionus*) is likely to forage in and transit the study area and has potential to occur in the project area. San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) and San Diego desert woodrat has the potential to occur in the survey area. The project area is likely to open and sparsely vegetated to support the jackrabbit or woodrat.

During a general biological survey in 2012, a single woodrat nest was observed in the coastal sage scrub habitat in the northwestern portions of the survey area. It could not be determined as to whether or not the nest belonged to the San Diego desert woodrat, which is not federal or state threatened or endangered, and is not an MSCP covered species. However, this woodrat is designated as a species of special concern by the CDFW. The observed woodrat nest was old, collapsed, and did not appear to be active; however, given the scope of the survey, it could not be positively confirmed or denied that the nest belonged to the San Diego desert woodrat. All of the resources required by this species can be found on or in the immediate vicinity of the survey area. Given the uncertainty, this species is determined to have a high potential to occur in the survey area. With the exception of the San Diego desert woodrat, no other special-status wildlife species were observed or otherwise detected in the survey area during the general biological surveys conducted on March 31, 2012 and May 14, 2015, including any of the other 27 special-status animal species in documented within two miles of the project (CDFW 2015a).

There is a number of disturbance factors associated with the survey area and vicinity that would preclude most special-status animal species from occurring within the habitat. Perhaps most limiting are: (1) the proximity to existing developments and disturbances, including regular lighting, noise, vehicle, and pedestrian activity; and (2) the overall low quality of the habitat present in the survey area with respect to providing nesting, foraging, dispersal, refuge or other elements preferred by special-status animals known to occur in the region.

The adjacent commercial developments and undeveloped areas are regularly used by vehicles and/or pedestrians, which may result in adverse direct and indirect effects to the habitat and special-status animal species attempting to use the habitat. The survey area is subject to adverse direct effects resulting from encroachment into the habitat by pedestrians, of which, was evident in the survey area from existing foot trails, trash, and debris. Pedestrian activity, trash, and debris reduce the quality of the habitat and reduce the likelihood for most special-status animal species to occur. The survey area is also subject to adverse indirect effects from noise and night lighting, the effects of which could also deter special-status animal species from using the area.

Furthermore, the habitat in the survey area and immediate vicinity is constrained in all directions by existing developments and roads, thereby reducing the likelihood for special-status animal species to occur. What little habitat remains has been reduced to small, fragmented, and low quality stands. The existing developments and Rancho Bernardo Road make it difficult for small mammals and reptiles to disperse into the area. These species tend to depend on habitat connectivity without substantial development barriers as they move throughout their range. Also, the small size and low quality of the existing habitat do not offer the space and resources required by most of the special-status animal species known to be associated with the habitat types present in the survey area.

In conclusion, existing development, roads, disturbances, and vegetation composition, limit the number of special-status species that can use the habitat in the survey area. However, a few species, southern mule deer, San Diego jackrabbit, San Diego desert woodrat, and Blainville's horned lizard (refer to Table 3) could occur within or adjacent to the project area. No federally or state listed animal species are likely to occur within or in the immediate vicinity of the project area.

5.2 Sensitive Natural Communities

As discussed in Section 4.0, the survey area supports the following sensitive natural communities: 0.14 acre of native grassland, 1.47 acres of scrub oak chaparral, 3.67 acres of coastal sage scrub, 2.25 acres of coastal sage scrub-disturbed, 2.18 acres of mixed chaparral, and 0.07 acre of disturbed wetland (Table 1; Figure 6). The terrestrial communities are considered sensitive by CDFW (CDFG 2010). No sensitive natural communities occur within the project area. Southern cottonwood willow riparian forest, an additional sensitive natural community, occurs approximately 1.5 miles north of the survey area (CDFW 2015a). However, there is no obvious connectivity to the survey area.

5.3 Jurisdictional Waters and Wetlands

In the context of this assessment, jurisdictional waters and wetlands generally include those resources regulated by: the U.S. Army Corps of Engineers (USACE) pursuant to Section 404 of the Federal Clean Water Act (CWA), the Regional Water Quality Control Board (RWQCB) pursuant to Section 401 of the CWA and State Porter-Cologne Water Quality Control Act, and the CDFW pursuant to Sections 1600 *et. seq.* of the CFG Code.

A narrow, concrete-lined drainage ditch transects areas in the north and south portions of the survey area. This unnamed drainage feature supports disturbed wetland habitat but does not exhibit an ordinary high water mark (OHWM). Although not confirmed, downstream flows presumably continue to the north beneath Rancho Bernardo Road and discharge to underground municipal stormwater facilities. Due to the lack of an OHWM and connectivity to a jurisdictional waterway, the unnamed drainage feature and

associated wetlands would likely not fall under the regulatory jurisdiction of the USACE, RWQCB, and CDFW.

5.4 Wildlife Corridors and Linkages

Development in the region has reduced the total available open space for wildlife populations, and in some instances, created isolated "islands" of habitat. In general, wildlife corridors and linkages are smaller constrained areas of habitat that connect larger areas of habitat that are otherwise separated by rugged terrain, changes in vegetation, or urban development. This allows for interactions between otherwise isolated populations and an exchange of genetic material, which increases the viability and overall health of the population. Wildlife corridors are especially important for species with large habitat ranges or seasonal migrations. A corridor is a specific route that is used for the movement and migration of species, and may be different from a linkage in that it represents a smaller or narrower avenue for movement. A linkage is an area of land that supports or contributes to the long-term movement of wildlife and genetic exchange by providing live-in habitat that connects to other habitat areas. Many linkages occur as stepping-stone linkages that are comprised of fragmented archipelago arrangement of habitat over a linear distance. Corridors and linkages consist of land features that accommodate the movement of all sizes of wildlife, including large animals on a regional scale. These areas support adequate vegetation cover and provide visual continuity and long lines of sight, so as to encourage the use of the corridor by all types of wildlife. In San Diego County, important corridors and linkages have been identified on the local and regional scale, particularly in establishing a connection between the northern and southern regional populations of the federally threatened coastal California gnatcatcher.

No known wildlife corridors or linkages occur within the survey area (City of San Diego 1997; SanGIS 2015). The survey area is constrained and surrounded by existing developments and roads, and does not support habitat that would contribute substantially to the assembly and function of any local or regional wildlife corridors or linkages. What little habitat remains on site has been reduced to small, fragmented, and low quality stands, which are disconnected from better quality habitat in the local and regional area. Animal species that require direct or less-constrained habitat connectivity along their travel routes would be challenged to find access to habitat in the survey area and immediate vicinity. Although local habitat in the immediate vicinity of the survey area could be used as potential stepping-stone habitat for certain migratory and resident birds, habitat in the survey area itself is disturbed and lacks adequate cover or resources and is unlikely to attract or sustain dense populations of local wildlife. Therefore, the survey area does not support habitat that would contribute substantially to the assembly and function of any local or regional wildlife corridors or linkages.

The Lake Hodges Segment of the MSCP Subarea Plan preserve area is situated approximately 1.5 miles to the northwest of the project site. The preserve area protects a portion of the Hodges Reservoir/San Pasqual Valley core resource area identified in the final MSCP and provides vital regional linkage northwest to the Carlsbad/La Costa region. This area represents a primary connection between the two regions for the coastal California gnatcatcher (City of San Diego 1997). The proposed improvements would not impact habitat within the preserve area, nor would the proposed project affect the preserve area's ability to serve as a wildlife corridor.

6.0 Project Impact Analysis

This section provides a project-level biological resources impact analysis for the proposed project in support of environmental review. The issues addressed in this section are derived from the City of San Diego Initial Study Checklist, as presented in the Development Services Department CEQA Significance Determination Thresholds (City of San Diego 2011) and Appendix G of the CEQA Guidelines. Mitigation, monitoring, and reporting requirements to eliminate or reduce project impacts to a less than significant level are provided in Section 7.0.

6.1 Issue 1: Special-Status Species

Would the project result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in the MSCP or other local or regional plans, policies or regulations, or by the CDFW or USFWS?

Special-Status Plant Species

As discussed in Section 5.0, no special-status plant species were determined to have moderate to high potential to occur in the survey area (Table 2). Additionally, no special-status plant species were observed in the survey area during the general biological surveys in June and October 2012 and May 2015. The project would result in direct impacts to existing habitat that is highly disturbed and generally unsuitable for special-status plant species. Given the relatively small area proposed to be impacted, marginal quality of the habitat, and the fact that no special-status plant species were observed during surveys in June or October 2012 or May 2015, no special-status plant species would be expected to occur in the proposed permanent impact areas. Therefore, the proposed project is not anticipated to result in any significant impacts to special-status plant species and no mitigation is required.

Special-Status Animal Species

Also discussed in Section 5.0, a few relatively common local species were determined to have a high potential to occur in the project area (Table 3). A possible San Diego desert woodrat nest observed in the northwestern portion of the survey area had been abandoned for some time and occurred outside of the proposed permanent and temporary impact areas. No other sign of woodrat was observed within the survey area during the June and October 2012 or May 2015 surveys and no sign of woodrat was ever observed in the areas proposed to be directly or indirectly impacted by the project. Therefore, no direct impacts to woodrats, including the CDFW species of special concern San Diego desert woodrat, are anticipated to occur as a result of the proposed project and no mitigation is required.

Furthermore, the project would result in direct impacts to existing habitat that is highly disturbed and generally unsuitable for occurrence of most special-status animal species. Much of the existing habitat in the proposed impact areas occurs in land that has been previously disturbed, developed, and/or planted with ornamental species. The relatively limited amount of habitat that occurs in the proposed impact areas is also not connected to the nearby preservation area; they are separated by about 0.25 mile of development and Rancho Bernardo Road. Adjacent habitats within the survey area are disturbed, surrounded by existing developments, relatively small in size, and would not be expected to support any permanent populations of special-status animal species. Therefore, no special-status animal species would be expected to permanently reside in the proposed permanent impact areas. The special-status

species that are likely to use the project area to forage to transit are likely to also use the larger surrounding habitat. Consequently, the proposed project is not anticipated to result in any significant impacts to special-status animal species and no mitigation is required.

Nesting Birds

The Federal Migratory Bird Treaty Act (MBTA) protects all common wild birds found in the United States except the house sparrow (*Passer domesticus*), European starling (*Sturnus vulgaris*), feral pigeon (*Columba livia*), and resident game birds such as pheasant (*Phasianus colchicus*), grouse (*Dendragapus* sp.), quail (*Callipepla* sp.), and wild turkey (*Meleagris gallopavo*). Resident game birds are managed separately by each state. The MBTA makes it unlawful for anyone to kill, capture, collect, possess, buy, sell, trade, ship, import, or export any migratory bird, including feathers, parts, nests, or eggs.

Section 3503 of the CFG Code makes it illegal to destroy any birds' nest or any birds' eggs that are protected under the MBTA. Section 3503.5 further protects all birds in the orders *Falconiformes* and *Strigiformes* (birds of prey), such as hawks and owls, and their eggs and nests from any form of take.

Although no special-status animal species would be expected to occur, the survey area and immediate vicinity contain trees, shrubs, and man-made structures (e.g., buildings) that provide suitable nesting habitat for common (non-sensitive) birds, including common raptors protected under the MBTA and CFG Code. Construction of the proposed project could result in the removal or trimming of trees and shrubs during the general bird nesting season (March 15 through September 15), and therefore, could result in impacts to nesting birds in violation of the MBTA and CFG Code. Direct impacts could occur as a result of removal of vegetation supporting an active nest. Indirect impacts could occur as a result of construction noise and vibration in the immediate vicinity of an active nest, such that the disturbance results in nest failure. These impacts would be considered significant and in violation of the MBTA and CFG Code.

Mitigation Measure Bio-1 in Section 7.0 would require that the PCCD retain a qualified biologist approved by the City of San Diego to perform pre-construction surveys and implement avoidance measures to prevent construction-related impacts to nesting birds in violation of the MBTA and CFG Code.

6.2 Issue 2: Sensitive Natural Communities

Would the project result in a substantial adverse impact on any sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

All sensitive natural communities discussed in Section 5.2 will be avoided with the exception of disturbed wetland, which is considered in Section 6.3 below. The proposed project would result in temporary and permanent impacts to approximately 5.47 acres of non-native grassland (discussed in Section 6.3) and maintenance of 0.36 acre of ornamental planting.

Project construction would occur adjacent to sensitive natural communities and habitats (i.e., coastal sage scrub and chaparral). Adverse indirect impacts to sensitive natural communities and habitats located immediately adjacent to the project site would be considered significant. No indirect impacts resulting from storm water runoff from the construction site are expected. However, construction activities could result in adverse indirect impacts to adjacent sensitive natural communities and habitats pertaining to water quality should fluid leaks from construction vehicles, concrete spoils and other hazardous

construction materials occur at the project site and upstream of other sensitive natural communities and habitats.

Mitigation Measures Bio-2 and Bio-3 in Section 7.0 would require that the PCCD implement BMPs during construction to ensure avoidance of adjacent sensitive natural communities and reduce potential indirect impacts to less than significant.

6.3 Issue 3: Wetlands

Would the project result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?

The proposed project is not likely to result indirect impacts to disturbed wetlands. As proposed, there would be about a 150 foot buffer between the disturbed wetland and the nearest project-related construction activity. No direct impacts would occur to the disturbed wetlands, which are depicted in Figure 6. No potential jurisdictional waters and wetlands, including federally protected wetlands as defined by Section 404 of the CWA, were determined to occur within the proposed project impact area.

Mitigation Measures Bio-2 and Bio-3 in Section 7.0 provide protection measures to reduce the significance of potential indirect impact to the disturbed wetland within the survey area, as this could be considered a sensitive natural community by the City of San Diego as described in Section 5.3. Because no other waters or wetlands occur within the survey area, the proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, no further mitigation would be required.

6.4 Issue 4: Wildlife Corridors

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, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites?

No known wildlife corridors or linkages occur within the survey area (City of San Diego 1997; SanGIS 2015). Furthermore, the survey area is constrained by existing developments and does not support habitat that would contribute substantially to the assembly and function of any local or regional wildlife corridors or linkages. Construction of the project would not affect the nearby MSCP preserve land. Therefore, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites. Consequently, no mitigation is required.

6.5 Issue 5: Habitat Conservation Plans

Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan, either in the MSCP plan area or in the surrounding region?

The proposed project does not occur in the boundaries of the MSCP Subarea Plan. The project is not expected to result in any significant impacts to special-status species, including MSCP covered species and narrow endemic species. The project would not result in impacts to any wildlife corridors or linkages, including lands identified in the MSCP Subarea Plan as important habitat linkages or other areas of local or regional wildlife movement importance. The project would also not prevent the City of San Diego from attaining the conservation goals and objectives of the MSCP Subarea Plan area. Therefore, no mitigation is required.

6.6 Issue 6: Land Use Adjacency

Would the project introduce land use in an area adjacent to the MHPA that would result in adverse edge effects?

The proposed project would occur in an area that is already predominantly developed and on habitats that are largely disturbed. The project would not introduce any new land uses to the area compared to the pre-project, current land uses. Furthermore, an adverse edge effect likely already exists in the area based on the project site's proximity to developments. The project does not propose any activity or new structure that would exacerbate the existing adverse edge effect. Therefore, the project would not result in any adverse edge effects (direct or indirect) near the MHPA and no mitigation is required.

6.7 Issue 7: Local Policies and Ordinances

Would the project conflict with any local policies or ordinances protecting biological resources?

Mitigation Measures Bio-1 through Bio-3 in Section 7.0 would require that avoidance and protection measures, including BMPs, be implemented during construction. Sensitive habitats would be fenced and avoided, thereby reducing direct impacts to less than significant levels. With the implementation of Mitigation Measures Bio-1 through Bio-3, the proposed project would not conflict with any local policies or ordinances protecting biological resources. Therefore, no further mitigation is required.

6.8 Issue 8: Invasive Species

Would the project result in an introduction of invasive species of plants into a natural open space area?

No natural open space areas will be directly impacted by the proposed project. Indirect impacts to open space will be mitigation through implementation of measures Bio-2 and Bio-3 in Section 7.0. Therefore, the project would not result in the introduction or spread of invasive species into a natural open space and no further mitigation is required.

7.0 Mitigation, Monitoring, and Reporting

Development of the proposed project has the potential to directly or indirectly affect biological resources. The following mitigation measures would reduce impacts to biological resources to a less than significant level.

Implementation of Mitigation Measure Bio-1 would reduce impacts to nesting birds and would allow the project to be in accordance with the MBTA and CFG Code.

Bio-1 Pre-Construction Nesting Bird Surveys. Vegetation should not be removed from the project site between March 15 and September 15 to avoid impacts to nesting birds. If project construction cannot be avoided during the period of March 15 through September 15, the PCCD shall have a qualified biologist approved by the survey all potential nesting vegetation on and within 300 feet of the project site (where access is available) for nesting birds, prior to commencing project activities (including construction and/or site preparation). Surveys shall be conducted once a day for two days at the appropriate time of day during the breeding season, and surveys shall be performed no more than three days prior to vegetation removal and/or disturbance. If no nesting birds are observed, project activities may begin without further mitigation. If an active bird nest is located, the nest site shall be fenced with an exclusion zone of a minimum of 200 feet (500 feet for raptors) in all directions (as feasible considering site boundaries) and this area shall not be disturbed until after September 15 or until the nest becomes inactive.

Implementation of Mitigation Measure Bio-2 would prevent direct impacts to habitat located adjacent to the construction site and would also reduce potential indirect impacts pertaining to the spread of silt and general disturbance from the construction zone to a less than significant level.

Bio-2 Construction Fencing and BMPs. Prior to vegetation clearing, grading, and/or construction activities, the PCCD will retain a qualified biologist to oversee installation of appropriate fencing to delineate the limits of construction and the approved construction staging areas. Temporary fencing (with silt barriers) will be installed at the limits of project impacts (including construction staging areas and access routes, as feasible) to prevent sensitive habitat impacts outside the project area and to prevent the spread of silt from the construction zone into adjacent habitats. Fencing will be installed in a manner that does not impact habitats to be avoided. The temporary construction fencing will be removed by the PCCD upon project completion.

Also, standard construction BMPs shall be implemented on site, including but not limited to: observation of a reduced 20-mile per hour speed limit in all project areas, limiting construction activities to day-time only (no additional lighting required), placing trash in closed containers, prohibiting firearms on site; prohibiting pets on site, and ensuring construction noise shall not significantly exceed the existing ambient noise level.

Implementation of Mitigation Measure Bio-3 would reduce potential indirect impacts pertaining to the spill of contaminants in the construction zone to a less than significant level.

Bio-3 Construction Staging and Equipment Maintenance. The PCCD shall ensure fueling of equipment occurs solely in designated fueling zones or off site. All equipment used in the approved construction limits will be maintained to minimize and control fluid and grease

leaks. Provisions to contain and clean up unintentional leaks/spills of construction materials (e.g., concrete), fuel, oil, fluid and grease shall be in place prior to construction.

Finally, with implementation of Mitigation Measures Bio-1 through Bio-3, the proposed project would have minimal impacts to native vegetation or wildlife within and adjacent to the project area. Therefore, the proposed project is not expected to result in a significant cumulative impact for biological resources with implementation of the mitigation measures outlined in this section.

8.0 Certification and Acknowledgements

I hereby certify that the statements furnished above and in the attached exhibits present data and information required for this biological evaluation and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signed: _____

Date: March 24, 2016 _____

Melissa Tu, Senior Biologist
Atkins

9.0 References

- AMEC Earth and Environmental, Inc. 2004. Biological Resources Technical Report, Bernardo Industrial Park North, Lot 11, Project 1096. Prepared for Granum Partners. August.
- Atkins. 2012. PCCD South Education Center Biological Resources General Survey Report.
- Baldwin B.G, D.H. Goldman, D.J Keil, R. Patterson, T.J Rosatti, and D.H. Wilken. 2012. The Jepson Manual: Higher Plants of California. University of California Press. Berkeley, California.
- Calflora. 2015. Calflora Plant Observation Library. Data provided by the participants of Calflora. Accessed June 16, 2015 at <http://www.calflora.org/cgi-bin/occform.cgi>
- California Department of Fish and Game (CDFG). 2008. Complete List of Amphibian, Reptile, Bird and Mammal Species in California. September. Accessed April 27, 2015 at https://www.dfg.ca.gov/biogeodata/cwhr/pdfs/species_list.pdf
- California Department of Fish and Game (CDFG). 2010. List of California Terrestrial Natural Communities Recognized by the California Natural Diversity Database. September. California Department of Fish and Game, California Natural Diversity Database. Sacramento, California. Accessed April 30, 2015 at <http://www.dfg.ca.gov/biogeodata/vegcamp/pdfs/natcomlist.pdf>
- California Department of Fish and Wildlife (CDFW). 2015a. Biogeographic Data Branch, California Natural Diversity Database (CNDDB), RareFind. May 2015 data.
- California Department of Fish and Wildlife (CDFW). 2015b. Special Vascular Plants, Bryophytes, and Lichens List. California Natural Diversity Database. Sacramento, California. Accessed April 27, 2015 at <http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/SPPlants.pdf>
- California Department of Fish and Wildlife (CDFW). 2015c. Special Animals. California Department of Fish and Wildlife, California Natural Diversity Database. Sacramento, California. March. Accessed April 27, 2015 at <http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/SPAnimals.pdf>
- California Native Plant Society (CNPS). 2015. California Native Plant Society Electronic Inventory. Accessed June 16, 2015 at <http://cnps.site.aplus.net/cgi-bin/inv/inventory.cgi>
- City of San Diego. 1997. Final City of San Diego MSCP Subarea Plan. March 1997. Available at <http://www.sandiego.gov/planning/programs/mscp/pdf/subareafullversion.pdf>
- City of San Diego. 2009. San Diego Municipal Code. Land Development Code. Biology Guidelines. (Amended) August 2009. Available at <http://www.sandiego.gov/planning/community/pdf/cpc/agendas/attachments/ldcbiologyguidedraft.pdf>
- City of San Diego. 2011. Significance Determination Guidelines under CEQA. January. Available at <http://www.sandiego.gov/development-services/news/pdf/sdtceqa.pdf>
- City of San Diego. 2012. San Diego Municipal Code. Land Development Code. Regulations, Amendments, and Related Documents (Amended) April 2012. Accessed April 30, 2015 at <http://www.sandiego.gov/development-services/industry/landdevcode/#code>

- Consortium of California Herbaria (Consortium). 2015. Data provided by the participants of the Consortium of California Herbaria. Accessed April 28, 2015 at <http://ucjeps.berkeley.edu/consortium/>
- Google Earth. 2015. Google Earth 5.0. Available at <http://earth.google.com/>.
- Holland, R.F. 1986. Preliminary Descriptions of the Terrestrial Natural Communities of California. Non-game Heritage Program. California Department of Fish and Game. Sacramento, California.
- Jepson Flora Project (eds.) 2013. *Jepson eFlora*. Accessed June 18, 2015 at <http://ucjeps.berkeley.edu/IJM.html>
- Lightner, J. 2011. San Diego County Native Plants. San Diego, California: San Diego Flora.
- Munz, P.A. 1974. A Flora of Southern California. University of California Press. Berkeley, California.
- Oberbauer, T. 1996. Terrestrial Vegetation Communities in San Diego County Based on Holland's descriptions, 6p.
- Oberbauer, T. M., M. Kelly, and J. Buegge. 2008. Draft Vegetation Communities of San Diego County. Based on "Preliminary Descriptions of the Terrestrial Natural Communities of California" prepared by Robert F. Holland, Ph.D., October 1986). March 2008. Accessed April 30, 2015 at http://www.sandiegocounty.gov/content/dam/sdc/pds/ceqa/Soitec-Documents/Final-EIR-Files/references/rtcref/ch9.0/rtcrefaletters/O14%202014-12-19_OberbauerTM2008.pdf
- San Diego Natural History Museum (SDNHM). 2015. San Diego County Plant Atlas Project. Available at [http://www.sdplantatlas.org/\(S\(gn2sqn45kw1fmc45trphjz55\)\)/index.aspx](http://www.sdplantatlas.org/(S(gn2sqn45kw1fmc45trphjz55))/index.aspx)
- SanGIS. 2015. SanGIS Interactive Map. Information provided by the participants of San GIS. Accessed in May 2015 at <http://sdgis.sandag.org/>
- U.S. Department of Agriculture (USDA). 2015. Soil Survey Staff, Natural Resources Conservation Service, Web Soil Survey. Access in May 2015 at <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>
- U.S. Fish and Wildlife Service (USFWS). 2010. Coastal California Gnatcatcher 5-year Review.
- U.S. Fish and Wildlife Service (USFWS). 2015a. National Wetlands Inventory. Accessed May 2015 at <http://www.fws.gov/wetlands>
- U.S. Fish and Wildlife Service (USFWS). 2015b. Species Reports. Accessed May 2015 at http://ecos.fws.gov/tess_public
- U.S. Fish and Wildlife Service (USFWS). 2015c. Critical Habitat Portal. Accessed May 2015 at <http://criticalhabitat.fws.gov>
- U.S. Geological Survey (USGS). 2015. Escondido and Rancho Santa Fe, California 7.5 Minute Series (Topographic) Map. Available at http://store.usgs.gov/b2c_usgs/usgs/maplocator

Appendix A

Special-Status Plant and Animal Species List

**Table A-1 Special Status Plant Species Documented within
2 miles of the Survey Area**

Common Name/ Scientific Name	Federal Status ⁽¹⁾	State Status ⁽²⁾	CNPS List ⁽³⁾	MSCP ⁽⁴⁾	Habitat Associations
Decumbent goldenbush <i>Isocoma menziesii</i> var. <i>decumbens</i>	-	-	1B.2	-	Coastal scrub. Sandy soils; often in disturbed sites.
felt-leaved monardella <i>Monardella hypoleuca</i> ssp. <i>lanata</i>	-	-	1B.1	Covered	Chaparral, cismontane woodland. Occurs in understory in mixed chaparral, chamise chaparral, and southern oak woodland; sandy soil.
Golden chaetopappa <i>Pentachaeta aurea</i> ssp. <i>Aurea</i>	-	-	4.2	-	Grassland, oak woodland.
Robinson's pepper-grass <i>Lepidium virginicum</i> var. <i>robinsonii</i>	-	-	1B.2	-	Interior South Coast, dry exposed openings in chaparrals and coastal sage scrub.
San Diego button celery <i>Eryngium aristulatum</i> var. <i>parishii</i>	FE	SE	1B.1	Narrow Endemic	Vernal pools.
San Diego goldenstar <i>Bloomeria</i> (=Muilla) <i>clevelandii</i>	-	-	1B.1	Covered	Valley grasslands and vernal pools, associated with mima mound topography. Clay loams.
San Diego marsh-elder <i>Iva haysiana</i>	-	-	2.2	-	South Coast creeks and intermittent streambeds.
San Diego thornmint <i>Acanthomintha ilicifolia</i>	FT	SE	1B.1	Narrow Endemic	Openings in clay soils in chaparral, coastal scrub and grasslands also in vernal pools.
Summer holly <i>Comarostaphylis diversifolia</i> ssp. <i>diversifolia</i>	-	-	1B.2		Southern mixed chaparral on mesic north facing slopes.
thread-leaved brodiaea <i>Brodiaea filifolia</i>	FT	SE	1B.1	Covered	Cismontane woodland, coastal scrub, playas, grassland, vernal pools. Usually associated with annual grassland. Clay soils.
Wart-stemmed ceanothus <i>Ceanothus verrucosus</i>	-	-	2.2	Covered	Chaparral, endemic to San Diego County.
Western dichondra <i>Dichondra occidentalis</i>	-	-	4.2		Chaparral, grassland, foothill woodland, coastal sage scrub. Shaded, moist soil.

**Table A-2 Special Status Animal Species Documented within
2 miles of the Survey Area**

Common Name/ Scientific Name	Federal Status ⁽¹⁾	State Status ⁽²⁾	MSCP ⁽³⁾	Habitat Associations
REPTILES				
Coronado skink <i>Eumeces skiltonianus interparietalis</i>	-	SSC	-	Found in grassland, chaparral, pinyon-juniper and juniper sage woodland, and pine-oak and pine forests.
Red-diamond rattlesnake <i>Crotalus ruber</i>	-	SSC	-	Found in chaparral, woodland, grassland, and desert areas from coastal San Diego County to the eastern slopes of the mountains.
Orange-throated whiptail <i>Aspidoscelis hyperythra</i>	-	SSC	Covered	Inhabits low-elevation coastal scrub, chaparral, and valley-foothill hardwood habitats.
Western pond turtle <i>Actinemys marmorata</i>	-	SSC	Covered	Inhabits permanent or nearly permanent bodies of water in many habitat types below 6,000 feet.
BIRDS				
California horned lark <i>Eremophila alpestris actia</i>	-	WL	-	Short-grass prairie, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, and alkali flats.
Least Bell's vireo <i>Vireo bellii pusillus</i>	FE	SE	Covered	Summer resident of southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft.
Merlin <i>Falco columbarius</i>	-	SSC	-	Wide open space and open woodlands.
Northern harrier <i>Circus cyaneus</i>	-	SSC	Covered	Nest and forage in grasslands, from salt grass in desert sink to mountain marshes.
MAMMALS				
American badger <i>Taxidea taxus</i>	-	SSC	Covered	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils.
Big free-tailed bat <i>Nyctinomops macrotis</i>	-	SSC	-	Roosts in high cliffs and outcrops, feeds on insects.
California myotis <i>Myotis californicus</i>		SSC		Roosts are in rock crevices, trees, and on buildings
spotted bat <i>Euderma maculatum</i>	-	SSC	-	Occupies a wide variety of habitats from arid deserts and grasslands through mixed conifer forests. Feeds over water and along washes. Feeds almost entirely on moths. Needs rock crevices in cliffs or caves for roosting.
Western mastiff bat <i>Eumops perotis californicus</i>	-	SSC	-	Found in many open and semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, and chaparral.
Yuma myotis <i>Myotis yumanensis</i>	-	-	-	Optimal habitats are open forests and woodlands with sources of water over which to feed.

⁽¹⁾ Federal Status – FE = Federally Endangered; FT = Federally Threatened; FC = Candidate for federal listing; FD = Delisted

⁽²⁾ State Status – SE = State Endangered; ST = State Threatened; SFP = State Fully Protected; SSC = State Species of Special Concern; WL = State Watch List

⁽³⁾ MSCP covered species are species that will be adequately conserved and "covered" by the City's MSCP Subarea Plan, based on the City's MHPA preserve configuration vegetation community conservation targets for all subareas and implementation of habitat management plans.

Appendix B

Plant and Animal Species Observed

Table B-1 Plant Status Observed

Scientific Name	Common Name	2015 Project Area ⁽¹⁾	Study Area Surrounding Project Area ⁽¹⁾
Apiaceae	Carrot Family		
<i>Foeniculum vulgare</i>	sweet fennel	NNG	
Aizoaceae	Fig-Marigold Family		
<i>Carpobrotus edulis</i> *	hoten tot fig	NNG	
<i>Mesembryanthemum crystallinum</i> *	Common Ice plant	NNG	
Anacardiaceae	Sumac or Cashew Family		
<i>Malosma laurina</i>	laurel sumac	NNG	CSS
<i>Rhus integrifolia</i>	lemonade berry	-	MC
Arecaceae	Palm Family		
<i>Washingtonia robusta</i> *	Mexican fan palm	NNG	
Asteraceae	Sunflower Family		
<i>Ambrosia psilostachya</i>	Western ragweed	DIS-wet	
<i>Artemisia californica</i>	California sage brush	NNG	CSS
<i>Baccharis pilularis</i>	coyote brush	NNG	CSS, MC, MFS
<i>Baccharis salicifolia</i>	mule fat	NNG	MFS
<i>Centaurea solstitialis</i> *	yellow star-thistle	NNG	CSS
<i>Conyza canadensis</i> *	horseweed	NNG	CSS
<i>Cynara cardunculus</i> *	artichoke thistle	NNG	
<i>Deinandra fasciculata</i>	slender tarweed	NNG	
<i>Gnaphalium californicum</i>	California everlasting	NNG	CSS
<i>Gnaphalium canescens</i>	felty everlasting	NNG	CSS
<i>Hazardia squarrosa</i>	saw-toothed goldenbush	-	MC
<i>Heterotheca grandiflora</i>	telegraph weed	NNG	
<i>Isocoma menziesii</i>	goldenbush	NNG	
<i>Helminthotheca echioides</i> *	bristly ox-tongue	NNG	MFS
<i>Sonchus sp.</i> *	sow thistle	NNG	
Boraginaceae	Forget-me-not Family		
<i>Heliotropium curassavicum</i>	salt heliotrope	NNG	
Brassicaceae	Mustard Family		
<i>Brassica nigra</i> *	black mustard	NNG	CSS, MC
Cactaceae	Cactus Family		
<i>Opuntia littoralis</i>	Western prickly pear	NNG	CSS
Cucurbitaceae	Gourd Family		
<i>Marah macrocarpus</i>	wild cucumber		CSS, MC, MFS
Cyperaceae	Sedge Family		
<i>Eleocharis macrostachya</i>	Common spikerush	NNG	
<i>Scirpus californicus</i>	California bullrush		MFS
Chenopodiaceae	Goosefoot Family		
<i>Salsola tragus</i>	Russian thistle	NNG	

Table B-1 Plant Status Observed

Scientific Name	Common Name	2015 Project Area ⁽¹⁾	Study Area Surrounding Project Area ⁽¹⁾
Fabaceae	Legume Family		
<i>Acacia retinodes</i> *	ever blooming acacia	NNG	
<i>Acmispon glaber</i>	Common deerweed	NNG	CSS
<i>Melilotus alba</i> *	white sweet clover	NNG	MFS
Fagaceae	Oak Family		
<i>Quercus berberidifolia</i>	scrub oak		MC
Geraniaceae	Geranium Family		
<i>Erodium botys</i>	Filaree, stork's bill	NNG	
Lamiaceae	Mint Family		
<i>Lavandula dentata</i> *	French lavender	NNG	
<i>Salvia mellifera</i>	black sage		CSS, MC
Myrsinaceae	Myrsine Family		
<i>Anagallis arvensis</i> *	pimpernel	NNG	
Myrtaceae	Myrtle Family		
<i>Eucalyptus sp.</i> *	gum tree	ORN	ORN
Pinaceae	Pine Family		
<i>Pinus spp.</i> *	pine	ORN, DEV	ORN, DEV
Poaceae	Grass Family		
<i>Avena fatua</i> *	slender wild oat		CSS
<i>Bromus madritensis ssp. rubens</i> *	red brome	NNG	CSS
<i>Bromus diandrus</i> *	ripgut	NNG	CSS
<i>Cortaderia selloana</i> *	pampas Grass	NNG	
<i>Stipa pulchra</i>	Purple needlegrass		NG
Polemoniaceae	Phlox Family		
<i>Navarretia squarrosa</i>	Skunkweed	NNG	
Polygonaceae	Buckwheat Family		
<i>Eriogonum fasciculatum</i>	California buckwheat	NNG	CSS
<i>Rumex</i>	Curly dock	NNG	
Salicaceae	Willow Family		
<i>Salix gooddingii</i>	black willow	NNG	
Scrophulariaceae	Figwort Family		
<i>Mimulus aurantiacus</i>	sticky monkeyflower		CSS, MC
Solanaceae	Nightshade Family		
<i>Nicotiana glauca</i> *	tree tobacco		MFS
Typhaceae	Cattail Family		
<i>Typha latifolia</i>	broad-leaved cattail		MFS
Tamaricaceae	Tamarisk Family		
<i>Tamarix sp.</i> *	Salt cedar	NNG	

⁽¹⁾ Habitat codes: DEV = Developed, DIS = Disturbed/non-native vegetation, DIS WET = Disturbed wetland, CSS = Coastal sage scrub, MC = Mixed chaparral, MFS = Mule fat scrub (or coastal sage scrub-disturbed), NNG = Non-native grassland

*Non-native species

Table B-2 Animal Status Observed

Scientific Name	Common Name	Project Area ⁽¹⁾	Study Area Surrounding Project Area ⁽¹⁾
REPTILES			
Iguanidae	Iguanids		
<i>Uta stansburiana</i>	side-blotched lizard		DIS
BIRDS			
Aegithalidae	Bushtits		
<i>Psaltiriparus minimus</i>	bushtit		MC
Columbidae	Pigeons and Doves		
<i>Zenaida macroura</i>	mourning dove	NNG	DEV
Corvidae	Jays and Crows		
<i>Corvus brachyrhynchos</i>	American crow	NNG	DIS
Emberizidae	Emberizids		
<i>Pipilo crissalis</i>	California towhee	NNG	MC
<i>Pipilo maculatus</i>	Spotted towhee	CSS	
Icteridae	Blackbirds and Orioles		
<i>Icterus bullockii</i>	Bullock's oriole		DEV
Fringillidae	Finches		
<i>Carpodacus mexicanus</i>	house finch	NNG	DEV, DIS
<i>Carduelis psaltria</i>	lesser goldfinch	NNG	DIS, MC, MFS
Mimidae	Mockingbirds and Thrashers		
<i>Mimus polyglottos</i>	northern mockingbird		DEV, DIS
Sturnidae	Starlings		
<i>Sturnus vulgaris</i>	European starling		DEV
Timaliidae	Babblers		
<i>Chamaea fasciata</i>	wren		MC
Trochilidae	Hummingbirds		
<i>Calypte anna</i>	Anna's hummingbird	NNG	CSS, DIS, MC, MFS
Troglodytidae	Wrens		
<i>Thryomanes bewickii</i>	Bewick's wren		MC, MFS
Tyrannidae	Tyrant Flycatchers		
<i>Sayornis nigricans</i>	black phoebe		DIS, MFS
<i>Sayornis saya</i>	Say's phoebe	NNG	
<i>Tyrannus vociferans</i>	Cassin's kingbird	NNG	
MAMMALS			
Canidae	Wolves and Foxes		
<i>Canis familiaris</i>	domestic dog		DIS
Geomyidae	Pocket Gophers		
<i>Thomomys bottae</i>	Botta's pocket gopher	NNG	CSS

Table B-2 Animal Status Observed

Scientific Name	Common Name	Project Area ⁽¹⁾	Study Area Surrounding Project Area ⁽¹⁾
Leporidae	Hares and Rabbits		
<i>Sylvilagus audubonii</i>	desert cottontail	NNG	CSS, DIS, MC
Muridae	Mice and Rats		
<i>Neotoma</i> sp.	woodrat		CSS
Sciuridae	Squirrels		
<i>Otospermophilus beecheyi</i>	California ground squirrel	DEV	CSS, DIS

⁽¹⁾ Habitat codes: DEV = Developed, DIS = Disturbed/non-native vegetation, DIS WET = Disturbed wetland, CSS = Coastal sage scrub, MC = Mixed chaparral, MFS = Mule fat scrub (or coastal sage scrub-disturbed), NNG = Non-native grassland

*Non-native species

APPENDIX E

Greenhouse Gas Emissions Data Sheets

PCCD SEC Construction

San Diego Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.00	1000sqft	0.02	1,000.00	0
Other Asphalt Surfaces	47.00	1000sqft	1.08	46,995.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2017
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Based on information from PCCD

Grading - Conservative disturbance area estimate of 1.5 acres

Demolition -

Construction Off-road Equipment Mitigation -

Architectural Coating - Assume coating all four walls (32 L * 15 H =480 SF each) and ceiling (1000 SF) outdoor, four walls (1920 SF) + Ceiling (1000) + floor indoor (1000)3

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	23,998.00	2,920.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	71,993.00	3,920.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	200.00	100.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	4.00	143.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	PhaseEndDate	11/25/2016	12/2/2016
tblConstructionPhase	PhaseEndDate	1/5/2017	6/24/2016
tblConstructionPhase	PhaseEndDate	7/1/2016	11/18/2016
tblConstructionPhase	PhaseEndDate	1/18/2016	2/1/2016
tblConstructionPhase	PhaseStartDate	11/19/2016	11/26/2016
tblConstructionPhase	PhaseStartDate	8/19/2016	2/6/2016
tblConstructionPhase	PhaseStartDate	6/25/2016	11/12/2016
tblConstructionPhase	PhaseStartDate	1/15/2016	1/29/2016
tblGrading	AcresOfGrading	53.63	1.50
tblGrading	MaterialExported	0.00	4,850.00
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.3858	2.8728	2.0650	2.7700e-003	0.3517	0.1643	0.5160	0.1865	0.1544	0.3409	0.0000	246.4805	246.4805	0.0543	0.0000	247.6196
Total	0.3858	2.8728	2.0650	2.7700e-003	0.3517	0.1643	0.5160	0.1865	0.1544	0.3409	0.0000	246.4805	246.4805	0.0543	0.0000	247.6196

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.3858	2.8728	2.0650	2.7700e-003	0.1700	0.1643	0.3343	0.0871	0.1544	0.2415	0.0000	246.4802	246.4802	0.0543	0.0000	247.6194
Total	0.3858	2.8728	2.0650	2.7700e-003	0.1700	0.1643	0.3343	0.0871	0.1544	0.2415	0.0000	246.4802	246.4802	0.0543	0.0000	247.6194

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	51.66	0.00	35.21	53.30	0.00	29.15	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2431	0.0000	4.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.6000e-004	8.6000e-004	0.0000	0.0000	9.1000e-004
Energy	1.1000e-004	1.0300e-003	8.7000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	6.0211	6.0211	2.2000e-004	6.0000e-005	6.0447
Mobile	5.1000e-003	0.0112	0.0511	1.1000e-004	7.5000e-003	1.4000e-004	7.6400e-003	2.0100e-003	1.3000e-004	2.1300e-003	0.0000	8.3981	8.3981	3.6000e-004	0.0000	8.4056
Waste						0.0000	0.0000		0.0000	0.0000	0.1888	0.0000	0.1888	0.0112	0.0000	0.4231
Water						0.0000	0.0000		0.0000	0.0000	0.0564	1.1519	1.2082	5.8400e-003	1.5000e-004	1.3762
Total	0.2483	0.0122	0.0524	1.2000e-004	7.5000e-003	2.2000e-004	7.7200e-003	2.0100e-003	2.1000e-004	2.2100e-003	0.2452	15.5719	15.8171	0.0176	2.1000e-004	16.2504

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2431	0.0000	4.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.6000e-004	8.6000e-004	0.0000	0.0000	9.1000e-004
Energy	1.1000e-004	1.0300e-003	8.7000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	6.0211	6.0211	2.2000e-004	6.0000e-005	6.0447
Mobile	5.1000e-003	0.0112	0.0511	1.1000e-004	7.5000e-003	1.4000e-004	7.6400e-003	2.0100e-003	1.3000e-004	2.1300e-003	0.0000	8.3981	8.3981	3.6000e-004	0.0000	8.4056
Waste						0.0000	0.0000		0.0000	0.0000	0.1888	0.0000	0.1888	0.0112	0.0000	0.4231
Water						0.0000	0.0000		0.0000	0.0000	0.0564	1.1519	1.2082	5.8400e-003	1.5000e-004	1.3761
Total	0.2483	0.0122	0.0524	1.2000e-004	7.5000e-003	2.2000e-004	7.7200e-003	2.0100e-003	2.1000e-004	2.2100e-003	0.2452	15.5719	15.8171	0.0176	2.1000e-004	16.2504

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/14/2016	5	10	
2	Site Preparation	Site Preparation	1/29/2016	2/1/2016	5	2	
3	Grading	Grading	2/2/2016	8/18/2016	5	143	
4	Building Construction	Building Construction	2/6/2016	6/24/2016	5	100	
5	Paving	Paving	11/12/2016	11/18/2016	5	5	
6	Architectural Coating	Architectural Coating	11/26/2016	12/2/2016	5	5	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,920; Non-Residential Outdoor: 2,920 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	5.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	606.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	20.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.0000e-004	0.0000	5.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0145	0.1413	0.1075	1.2000e-004		8.7200e-003	8.7200e-003		8.1600e-003	8.1600e-003	0.0000	11.2814	11.2814	2.8500e-003	0.0000	11.3413
Total	0.0145	0.1413	0.1075	1.2000e-004	5.0000e-004	8.7200e-003	9.2200e-003	8.0000e-005	8.1600e-003	8.2400e-003	0.0000	11.2814	11.2814	2.8500e-003	0.0000	11.3413

3.2 Demolition - 2016**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	7.3000e-004	6.0000e-004	0.0000	4.0000e-005	1.0000e-005	5.0000e-005	1.0000e-005	1.0000e-005	2.0000e-005	0.0000	0.1708	0.1708	0.0000	0.0000	0.1708
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	2.9000e-004	2.8100e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4858	0.4858	3.0000e-005	0.0000	0.4863
Total	2.7000e-004	1.0200e-003	3.4100e-003	1.0000e-005	5.6000e-004	1.0000e-005	5.8000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	0.6565	0.6565	3.0000e-005	0.0000	0.6571

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.2000e-004	0.0000	2.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0145	0.1413	0.1075	1.2000e-004		8.7200e-003	8.7200e-003		8.1600e-003	8.1600e-003	0.0000	11.2814	11.2814	2.8500e-003	0.0000	11.3413
Total	0.0145	0.1413	0.1075	1.2000e-004	2.2000e-004	8.7200e-003	8.9400e-003	3.0000e-005	8.1600e-003	8.1900e-003	0.0000	11.2814	11.2814	2.8500e-003	0.0000	11.3413

3.2 Demolition - 2016**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-005	7.3000e-004	6.0000e-004	0.0000	4.0000e-005	1.0000e-005	5.0000e-005	1.0000e-005	1.0000e-005	2.0000e-005	0.0000	0.1708	0.1708	0.0000	0.0000	0.1708
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	2.9000e-004	2.8100e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4858	0.4858	3.0000e-005	0.0000	0.4863
Total	2.7000e-004	1.0200e-003	3.4100e-003	1.0000e-005	5.6000e-004	1.0000e-005	5.8000e-004	1.5000e-004	1.0000e-005	1.6000e-004	0.0000	0.6565	0.6565	3.0000e-005	0.0000	0.6571

3.3 Site Preparation - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005		1.4000e-003	1.4000e-003		1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260
Total	2.4400e-003	0.0258	0.0165	2.0000e-005	5.8000e-003	1.4000e-003	7.2000e-003	2.9500e-003	1.2900e-003	4.2400e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	3.5000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0598	0.0598	0.0000	0.0000	0.0599
Total	3.0000e-005	4.0000e-005	3.5000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0598	0.0598	0.0000	0.0000	0.0599

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.6100e-003	0.0000	2.6100e-003	1.3300e-003	0.0000	1.3300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005		1.4000e-003	1.4000e-003		1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260
Total	2.4400e-003	0.0258	0.0165	2.0000e-005	2.6100e-003	1.4000e-003	4.0100e-003	1.3300e-003	1.2900e-003	2.6200e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260

3.3 Site Preparation - 2016**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	3.5000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0598	0.0598	0.0000	0.0000	0.0599
Total	3.0000e-005	4.0000e-005	3.5000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0598	0.0598	0.0000	0.0000	0.0599

3.4 Grading - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3241	0.0000	0.3241	0.1777	0.0000	0.1777	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1423	1.5041	0.9774	1.0100e-003		0.0816	0.0816		0.0750	0.0750	0.0000	94.8857	94.8857	0.0286	0.0000	95.4867
Total	0.1423	1.5041	0.9774	1.0100e-003	0.3241	0.0816	0.4056	0.1777	0.0750	0.2527	0.0000	94.8857	94.8857	0.0286	0.0000	95.4867

3.4 Grading - 2016**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.3400e-003	0.0880	0.0725	2.3000e-004	5.1700e-003	1.1600e-003	6.3300e-003	1.4200e-003	1.0700e-003	2.4900e-003	0.0000	20.6965	20.6965	1.5000e-004	0.0000	20.6996
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9600e-003	2.5900e-003	0.0247	6.0000e-005	4.5900e-003	4.0000e-005	4.6200e-003	1.2200e-003	3.0000e-005	1.2500e-003	0.0000	4.2746	4.2746	2.3000e-004	0.0000	4.2794
Total	8.3000e-003	0.0906	0.0972	2.9000e-004	9.7600e-003	1.2000e-003	0.0110	2.6400e-003	1.1000e-003	3.7400e-003	0.0000	24.9711	24.9711	3.8000e-004	0.0000	24.9789

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1458	0.0000	0.1458	0.0799	0.0000	0.0799	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1423	1.5041	0.9774	1.0100e-003		0.0816	0.0816		0.0750	0.0750	0.0000	94.8856	94.8856	0.0286	0.0000	95.4866
Total	0.1423	1.5041	0.9774	1.0100e-003	0.1458	0.0816	0.2274	0.0799	0.0750	0.1550	0.0000	94.8856	94.8856	0.0286	0.0000	95.4866

3.4 Grading - 2016**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.3400e-003	0.0880	0.0725	2.3000e-004	5.1700e-003	1.1600e-003	6.3300e-003	1.4200e-003	1.0700e-003	2.4900e-003	0.0000	20.6965	20.6965	1.5000e-004	0.0000	20.6996
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9600e-003	2.5900e-003	0.0247	6.0000e-005	4.5900e-003	4.0000e-005	4.6200e-003	1.2200e-003	3.0000e-005	1.2500e-003	0.0000	4.2746	4.2746	2.3000e-004	0.0000	4.2794
Total	8.3000e-003	0.0906	0.0972	2.9000e-004	9.7600e-003	1.2000e-003	0.0110	2.6400e-003	1.1000e-003	3.7400e-003	0.0000	24.9711	24.9711	3.8000e-004	0.0000	24.9789

3.5 Building Construction - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1646	1.0273	0.7354	1.1000e-003		0.0683	0.0683		0.0659	0.0659	0.0000	92.8478	92.8478	0.0204	0.0000	93.2763
Total	0.1646	1.0273	0.7354	1.1000e-003		0.0683	0.0683		0.0659	0.0659	0.0000	92.8478	92.8478	0.0204	0.0000	93.2763

3.5 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.5500e-003	0.0391	0.0548	1.0000e-004	2.6000e-003	5.8000e-004	3.1800e-003	7.4000e-004	5.3000e-004	1.2700e-003	0.0000	8.6299	8.6299	7.0000e-005	0.0000	8.6313
Worker	3.4300e-003	4.5300e-003	0.0432	1.0000e-004	8.0200e-003	6.0000e-005	8.0800e-003	2.1300e-003	6.0000e-005	2.1900e-003	0.0000	7.4731	7.4731	3.9000e-004	0.0000	7.4814
Total	7.9800e-003	0.0436	0.0979	2.0000e-004	0.0106	6.4000e-004	0.0113	2.8700e-003	5.9000e-004	3.4600e-003	0.0000	16.1030	16.1030	4.6000e-004	0.0000	16.1127

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1646	1.0273	0.7354	1.1000e-003		0.0683	0.0683		0.0659	0.0659	0.0000	92.8477	92.8477	0.0204	0.0000	93.2762
Total	0.1646	1.0273	0.7354	1.1000e-003		0.0683	0.0683		0.0659	0.0659	0.0000	92.8477	92.8477	0.0204	0.0000	93.2762

3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.5500e-003	0.0391	0.0548	1.0000e-004	2.6000e-003	5.8000e-004	3.1800e-003	7.4000e-004	5.3000e-004	1.2700e-003	0.0000	8.6299	8.6299	7.0000e-005	0.0000	8.6313
Worker	3.4300e-003	4.5300e-003	0.0432	1.0000e-004	8.0200e-003	6.0000e-005	8.0800e-003	2.1300e-003	6.0000e-005	2.1900e-003	0.0000	7.4731	7.4731	3.9000e-004	0.0000	7.4814
Total	7.9800e-003	0.0436	0.0979	2.0000e-004	0.0106	6.4000e-004	0.0113	2.8700e-003	5.9000e-004	3.4600e-003	0.0000	16.1030	16.1030	4.6000e-004	0.0000	16.1127

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.2200e-003	0.0330	0.0227	3.0000e-005		2.0200e-003	2.0200e-003		1.8600e-003	1.8600e-003	0.0000	3.1036	3.1036	9.2000e-004	0.0000	3.1229
Paving	1.4100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.6300e-003	0.0330	0.0227	3.0000e-005		2.0200e-003	2.0200e-003		1.8600e-003	1.8600e-003	0.0000	3.1036	3.1036	9.2000e-004	0.0000	3.1229

3.6 Paving - 2016**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	1.5000e-004	1.4000e-003	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2429	0.2429	1.0000e-005	0.0000	0.2432
Total	1.1000e-004	1.5000e-004	1.4000e-003	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2429	0.2429	1.0000e-005	0.0000	0.2432

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.2200e-003	0.0330	0.0227	3.0000e-005		2.0200e-003	2.0200e-003		1.8600e-003	1.8600e-003	0.0000	3.1036	3.1036	9.2000e-004	0.0000	3.1229
Paving	1.4100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.6300e-003	0.0330	0.0227	3.0000e-005		2.0200e-003	2.0200e-003		1.8600e-003	1.8600e-003	0.0000	3.1036	3.1036	9.2000e-004	0.0000	3.1229

3.6 Paving - 2016**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	1.5000e-004	1.4000e-003	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2429	0.2429	1.0000e-005	0.0000	0.2432
Total	1.1000e-004	1.5000e-004	1.4000e-003	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2429	0.2429	1.0000e-005	0.0000	0.2432

3.7 Architectural Coating - 2016**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0396					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-004	5.9300e-003	4.7100e-003	1.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6399
Total	0.0406	5.9300e-003	4.7100e-003	1.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6399

3.7 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	4.3000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0747	0.0747	0.0000	0.0000	0.0748
Total	3.0000e-005	5.0000e-005	4.3000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0747	0.0747	0.0000	0.0000	0.0748

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0396					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-004	5.9300e-003	4.7100e-003	1.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6399
Total	0.0406	5.9300e-003	4.7100e-003	1.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6399

3.7 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	4.3000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0747	0.0747	0.0000	0.0000	0.0748
Total	3.0000e-005	5.0000e-005	4.3000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0747	0.0747	0.0000	0.0000	0.0748

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.1000e-003	0.0112	0.0511	1.1000e-004	7.5000e-003	1.4000e-004	7.6400e-003	2.0100e-003	1.3000e-004	2.1300e-003	0.0000	8.3981	8.3981	3.6000e-004	0.0000	8.4056
Unmitigated	5.1000e-003	0.0112	0.0511	1.1000e-004	7.5000e-003	1.4000e-004	7.6400e-003	2.0100e-003	1.3000e-004	2.1300e-003	0.0000	8.3981	8.3981	3.6000e-004	0.0000	8.4056

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	11.01	2.37	0.98	19,937	19,937
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	11.01	2.37	0.98	19,937	19,937

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.510423	0.073380	0.192408	0.132453	0.036550	0.005219	0.012745	0.022253	0.001862	0.002079	0.006550	0.000609	0.003468

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4.8989	4.8989	2.0000e-004	4.0000e-005	4.9157
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	4.8989	4.8989	2.0000e-004	4.0000e-005	4.9157
NaturalGas Mitigated	1.1000e-004	1.0300e-003	8.7000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1222	1.1222	2.0000e-005	2.0000e-005	1.1291
NaturalGas Unmitigated	1.1000e-004	1.0300e-003	8.7000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1222	1.1222	2.0000e-005	2.0000e-005	1.1291

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	21030	1.1000e-004	1.0300e-003	8.7000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1222	1.1222	2.0000e-005	2.0000e-005	1.1291
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.1000e-004	1.0300e-003	8.7000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1222	1.1222	2.0000e-005	2.0000e-005	1.1291

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	21030	1.1000e-004	1.0300e-003	8.7000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1222	1.1222	2.0000e-005	2.0000e-005	1.1291
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.1000e-004	1.0300e-003	8.7000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1222	1.1222	2.0000e-005	2.0000e-005	1.1291

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	14990	4.8989	2.0000e-004	4.0000e-005	4.9157
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		4.8989	2.0000e-004	4.0000e-005	4.9157

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
General Office Building	14990	4.8989	2.0000e-004	4.0000e-005	4.9157
Total		4.8989	2.0000e-004	4.0000e-005	4.9157

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2431	0.0000	4.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.6000e-004	8.6000e-004	0.0000	0.0000	9.1000e-004
Unmitigated	0.2431	0.0000	4.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.6000e-004	8.6000e-004	0.0000	0.0000	9.1000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0556					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1874					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-005	0.0000	4.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.6000e-004	8.6000e-004	0.0000	0.0000	9.1000e-004
Total	0.2431	0.0000	4.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.6000e-004	8.6000e-004	0.0000	0.0000	9.1000e-004

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0556					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1874					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-005	0.0000	4.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.6000e-004	8.6000e-004	0.0000	0.0000	9.1000e-004
Total	0.2431	0.0000	4.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.6000e-004	8.6000e-004	0.0000	0.0000	9.1000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.2082	5.8400e-003	1.5000e-004	1.3761
Unmitigated	1.2082	5.8400e-003	1.5000e-004	1.3762

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.177734 / 0.108934	1.2082	5.8400e-003	1.5000e-004	1.3762
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		1.2082	5.8400e-003	1.5000e-004	1.3762

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.177734 / 0.108934	1.2082	5.8400e-003	1.5000e-004	1.3761
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		1.2082	5.8400e-003	1.5000e-004	1.3761

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.1888	0.0112	0.0000	0.4231
Unmitigated	0.1888	0.0112	0.0000	0.4231

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	0.93	0.1888	0.0112	0.0000	0.4231
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.1888	0.0112	0.0000	0.4231

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	0.93	0.1888	0.0112	0.0000	0.4231
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		0.1888	0.0112	0.0000	0.4231

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

PCCD SEC Operational
San Diego Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	1.00	1000sqft	0.02	1,000.00	0
Junior College (2Yr)	5,625.00	Student	5.64	110,000.00	0
Parking Lot	218.00	Space	1.96	87,200.00	0
Unenclosed Parking with Elevator	574.00	Space	5.17	229,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2017
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MWhr)	720.49	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Land Use - From Project Description

Construction Phase -

Vehicle Trips - Consistent with traffic report

Landscape Equipment - Landscape working days

Energy Mitigation - Meet Title 24 Standards

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	250	0
tblLandscapeEquipment	NumberSummerDays	180	240
tblLandUse	LandUseSquareFeet	245,543.83	110,000.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	2.37	0.00
tblVehicleTrips	ST_TR	0.42	1.20
tblVehicleTrips	SU_TR	0.98	0.00
tblVehicleTrips	SU_TR	0.04	1.20
tblVehicleTrips	WD_TR	11.01	0.00

2.0 Emissions Summary

2.1 Overall Operational
Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.0762	7.6000e-004	0.0801	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	0.1529	0.1529	4.3000e-004	0.0000	0.1619
Energy	0.0207	0.1880	0.1579	1.1300e-003		0.0143	0.0143		0.0143	0.0143	0.0000	792.4162	792.4162	0.0276	8.6500e-003	795.6759
Mobile	4.2080	9.5150	43.0282	0.0941	6.4461	0.1199	6.5660	1.7241	0.1103	1.8345	0.0000	7,206.2853	7,206.2853	0.3032	0.0000	7,212.6519
Waste						0.0000	0.0000		0.0000	0.0000	208.5712	0.0000	208.5712	12.3262	0.0000	467.4215
Water						0.0000	0.0000		0.0000	0.0000	3.8773	120.7986	124.6759	0.4030	0.0104	136.3616
Total	6.3049	9.7038	43.2663	0.0952	6.4461	0.1345	6.5806	1.7241	0.1249	1.8491	212.4485	8,119.6530	8,332.1015	13.0604	0.0190	8,612.2726

3.0 Operational Detail - Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.2080	9.5150	43.0282	0.0941	6.4461	0.1199	6.5660	1.7241	0.1103	1.8345	0.0000	7,206.2853	7,206.2853	0.3032	0.0000	7,212.6519
Unmitigated	4.2080	9.5150	43.0282	0.0941	6.4461	0.1199	6.5660	1.7241	0.1103	1.8345	0.0000	7,206.2853	7,206.2853	0.3032	0.0000	7,212.6519

3.1 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	0.00	0.00	0.00		
Junior College (2Yr)	6,750.00	6,750.00	6750.00	17,141,875	17,141,875
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	6,750.00	6,750.00	6,750.00	17,141,875	17,141,875

3.2 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-SW	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Junior College (2Yr)	9.50	7.30	7.30	6.40	88.60	5.00	92	7	1
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unenclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.510423	0.073380	0.192408	0.132453	0.036550	0.005219	0.012745	0.022253	0.001862	0.002079	0.006550	0.000609	0.003468

4.0 Energy Detail

4.1 Mitigation Measures Energy

Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	587.7587	587.7587	0.0237	4.8900e-003	589.7729
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	599.6281	599.6281	0.0241	4.9900e-003	601.6829
NaturalGas Mitigated	0.0207	0.1880	0.1579	1.1300e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.6575	204.6575	3.9200e-003	3.7500e-003	205.9030
NaturalGas Unmitigated	0.0226	0.2058	0.1729	1.2300e-003		0.0156	0.0156		0.0156	0.0156	0.0000	224.0069	224.0069	4.2900e-003	4.1100e-003	225.3701

4.2 Energy by Land Use - Natural Gas
Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Electric Vehicle Charging	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	19347	1.0000e-004	9.5000e-004	8.0000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	1.0324	1.0324	2.0000e-005	2.0000e-005	1.0387
Junior College (2Yr)	3.81579e+006	0.0206	0.1871	0.1571	1.1200e-003		0.0142	0.0142		0.0142	0.0142	0.0000	203.6251	203.6251	3.9000e-003	3.7300e-003	204.8643
Total		0.0207	0.1880	0.1579	1.1300e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.6575	204.6575	3.9200e-003	3.7500e-003	205.9030

4.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	14421	4.7129	1.9000e-004	4.0000e-005	4.7291
Junior College (2Yr)	1.05985e+006	346.3683	0.0139	2.8800e-003	347.5552
Parking Lot	76736	25.0780	1.0100e-003	2.1000e-004	25.1639
Unenclosed Parking with Electric	647472	211.5995	8.5200e-003	1.7600e-003	212.3246
Total		587.7587	0.0237	4.8900e-003	589.7729

5.0 Area Detail

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.0762	7.6000e-004	0.0801	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	0.1529	0.1529	4.3000e-004	0.0000	0.1619
Unmitigated	2.0762	7.6000e-004	0.0801	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	0.1529	0.1529	4.3000e-004	0.0000	0.1619

5.1 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3977					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.6708					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0801	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	0.1529	0.1529	4.3000e-004	0.0000	0.1619
Total	2.0762	7.6000e-004	0.0801	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	0.1529	0.1529	4.3000e-004	0.0000	0.1619

6.0 Water Detail

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	124.6759	0.4030	0.0104	136.3616
Unmitigated	124.6759	0.4031	0.0104	136.3677

6.1 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	0.177734 / 0.108934	1.2082	5.8400e-003	1.5000e-004	1.3761
Junior College (2Yr)	12.0437 / 18.8376	123.4676	0.3972	0.0103	134.9854
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		124.6758	0.4030	0.0104	136.3615

8.0 Waste Detail

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	208.5712	12.3262	0.0000	467.4215
Mitigated	208.5712	12.3262	0.0000	467.4215

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	0.93	0.1888	0.0112	0.0000	0.4231
Junior College (2Yr)	1026.56	208.3824	12.3151	0.0000	466.9984
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Electricity	0	0.0000	0.0000	0.0000	0.0000
Total		208.5712	12.3262	0.0000	467.4215

APPENDIX F

Noise Technical Report

Palomar Community College District South Education Center Project

NOISE TECHNICAL REPORT

March 2016

Prepared for:



Palomar Community College District
San Marcos Campus
1140 West Mission Road
San Marcos, California 92069

Prepared by:

ATKINS

3570 Carmel Mountain Road, Suite 300
San Diego, California 92130
858.874.1810
Atkins #100028572

Table of Contents

1.0	Executive Summary.....	1
2.0	Project Description	1
3.0	Environmental Setting.....	4
3.1	Noise Basics	4
3.2	Environmental Vibration Basics.....	6
3.3	Regulatory Framework	6
3.4	Existing Noise Environment.....	10
4.0	Methodology and Significance Criteria	14
4.1	Methodology	14
4.2	Significance Criteria	14
5.0	Impact Analysis and Mitigation Measures.....	16
5.1	Issue 1: Excessive Noise Levels	16
5.2	Issue 2: Groundborne Vibration	17
5.3	Issue 3: Substantial Permanent Increase in Ambient Noise Levels.....	18
5.4	Issue 4: Construction Noise	21
5.5	Issue 5: Aircraft Noise.....	23
6.0	Conclusion	23
7.0	References.....	24

APPENDIX

A Noise Data

FIGURES

Figure 1	Project Area	2
Figure 2	Site Plan	3
Figure 3	Noise Measurement Locations	11

TABLES

Table 1	Typical A-Weighted Noise Levels	4
Table 2	City of San Diego Noise and Land Use Compatibility Guidelines	8
Table 3	City of San Diego Exterior Noise Level Limits	9
Table 4	Ambient Sound Level Measurements (dBA)	10
Table 5	Existing Roadway Noise Levels	12
Table 6	City of San Diego Traffic Noise Significance Thresholds	15
Table 7	Near-Term + Project Traffic Noise Levels	19
Table 8	Future (Year 2035) Traffic Noise Levels	20
Table 9	Cumulative Traffic Noise Impacts	21

1.0 Executive Summary

This report assesses potential noise and vibration impacts associated with the implementation of the Palomar Community College District (PCCD) South Education Center Project, herein referred to as the project. The project consists of an approximately 27-acre property in the city of San Diego, San Diego County, situated approximately 0.8 miles west of Interstate (I) 15 on the south side of Rancho Bernardo Road. This report examines the impacts of the proposed project on noise-sensitive uses in the area and identifies mitigation measures where feasible to address significant noise impacts.

Implementation of the project would not result in excessive noise levels or excessive groundborne vibration. The increase in traffic noise associated with the renovated facilities would not result in a significant direct or cumulative impact. Short-term noise increases from construction equipment would not violate the City's noise ordinance. The project and surrounding area would not be exposed to excessive noise from the nearest airport.

2.0 Project Description

Figure 1, Project Area, illustrates the project's location and surrounding uses. The PCCD South Education Center property is a 27-acre property located at 11111 Rancho Bernardo Road within the Rancho Bernardo community in the City of San Diego, situated approximately 0.8 miles west of Interstate (I) 15 on the south side of Rancho Bernardo Road. In 2003, PCCD prepared a comprehensive educational and facilities master plan, known as the PCCD Master Plan 2022. In May 2010, the PCCD Educational Master Plan Update was completed that revised the educational component of Master Plan 2022 and provided a current perspective, incorporating changes that occurred within the PCCD and the program of instruction over the elapsed seven years. In order to accommodate the PCCD's future academic space needs, the Educational Master Plan Update identifies the PCCD South Education Center as one of two new educational centers in the PCCD. In 2010, the PCCD acquired the 27-acre property at 11111 Rancho Bernardo Road as the future site for the PCCD South Education Center. The site is currently developed with a graded pad containing an unfinished light industrial park which consists of a four-story, 110,000-square foot building accompanied by a detached four-level, 574-space parking structure and 218-space surface parking lot.

The proposed project would convert the existing building into a comprehensive community college education center; construct an approximately 1,238 foot-long looped road connecting the existing parking lot to the existing parking structure; implement drainage improvements; and install walkways, hardscape areas, and landscaping. Figure 2, Proposed PCCD South Education Center Site Plan, provides a photo simulation of the proposed site plan, including the southeasterly and westerly building elevations, parking areas, landscaping, and proposed looped road.

Conversion of the existing building would include construction of three four-story stairwells and interior tenant improvements to create an education center that meets the facility and space needs identified in the Educational Master Plan Update. The education center building is proposed to include the following: 1,000 assignable square feet (ASF) of lobby; 37,470 ASF of academic (lecture and laboratory); 4,600 ASF of faculty offices and support; 10,290 ASF of library resource and instructional support lab; 1,250 ASF of division offices and support; 4,666 ASF of student support services; 5,480 ASF of merchandizing and food services; 1,900 ASF of physical plant facilities and support; 869 ASF of security; and 730 ASF of information systems.



Source: GoogleEarthPro, Atkins 2015

ATKINS

FIGURE 1
Project Area

100028572

Palomar College South Education Center Noise Technical Report



FIGURE 2
Site Plan

Source: LPA 2014

3.0 Environmental Setting

3.1 Noise Basics

Quantification of Noise

Noise is commonly defined as unwanted sound. Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which gives the level of sound in decibels (dB). Sound pressures in the environment have a wide range of values and the sound pressure level was developed as a convenience in describing this range as a logarithm of the sound pressure. The sound pressure level is the logarithm of the ratio of the unknown sound pressure to a reference quantity of the same kind. To account for the pitch of sounds and the corresponding sensitivity of human hearing to them, the raw sound pressure level is adjusted with an A-weighting scheme based on frequency that is stated in units of decibels (dBA). Typical A-weighted noise levels are listed in Table 1.

Table 1 Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	— 110 —	Rock band
Jet fly-over at 1000 feet	— 100 —	
Gas lawn mower at 3 feet	— 90 —	
Diesel truck at 50 feet at 50 mph	— 80 —	Food blender at 3 feet Garbage disposal at 3 feet
Noisy urban area, daytime	— 70 —	Vacuum cleaner at 10 feet Normal speech at 3 feet
Gas lawn mower, 100 feet	— 60 —	
Commercial area	— 50 —	Large business office Dishwasher next room
Heavy traffic at 300 feet	— 40 —	Theater, large conference room (background)
Quiet urban daytime	— 30 —	Library
Quiet urban nighttime	— 20 —	Bedroom at night, concert
Quiet suburban nighttime	— 10 —	Broadcast/recording studio
Quiet rural nighttime	— 0 —	Lowest threshold of human hearing
Lowest threshold of human hearing		

Source: Caltrans 1998.

A given level of noise may be more or less tolerable 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. For example, noise that occurs at night tends to be more disturbing than that which occurs during the day because sleep may be disturbed. Additionally, rest at night is a critical requirement in the recovery from exposure to high noise levels during the day. In consideration of these factors,

different measures of noise exposure have been developed to quantify the extent of the effects anticipated from these activities. For example, some indices consider the 24-hour noise environment of a location by using a weighted average to estimate its habitability on a long term basis. Other measures consider portions of the day and evaluate the nearby activities affected by it as well as the noise sources. The most commonly used indices for measuring community noise levels are the Equivalent Energy Level (Leq), and the Community Noise Equivalent Level (CNEL).

Leq, the Equivalent Energy Level, is the average acoustical or sound energy content of noise, measured during a prescribed period, such as 1 minute, 15 minutes, 1 hour, or 8 hours. It is the decibel sound level that contains an equal amount of energy as a fluctuating sound level over a given period of time.

CNEL, 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. Similar to the CNEL, Ldn, the day-night average noise level, is a 24-hour average Leq with a +10 dBA weighting applied to noise during the hours of 10:00 p.m. to 7:00 a.m. Ldn and CNEL are typically within one dBA of each other and, for most intents and purposes, are interchangeable.

The decibel level of a sound decreases (or attenuates) exponentially 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 about 6 dBA for each doubling of distance from the source. Sound that originates from a linear, or “line” source such as a heavily traveled traffic corridor, attenuates by approximately 3 dBA per doubling of distance, provided that the surrounding site conditions lack ground effects or obstacles that either scatter or reflect noise. Noise from roadways in environments with major ground effects due to vegetation and loose soils may either absorb or scatter the sound yielding attenuation rates as high as 4.5 dBA for each doubling of distance. Other contributing factors that affect sound reception include meteorological conditions and the presence of manmade obstacles such as buildings and sound barriers.

Noise Effects

Noise has a significant effect on the quality of life. An individual’s reaction to a particular noise depends on many factors such as the source of the noise, its loudness relative to the background noise level, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 5 dBA change in community noise levels is clearly noticeable, and a 3 dBA change is the smallest increment that is perceivable by most receivers. Generally, 1 to 2 dBA changes are not detectable. Although the reaction to noise may vary, it is clear that noise is a significant component of the environment, and excessively noisy conditions can affect an individual’s health and well-being. The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on a community can be organized into six broad categories: sleep disturbance; permanent hearing loss; human performance and behavior; social interaction or communication; extra-auditory health effects; and general annoyance.

3.2 Environmental Vibration Basics

Vibration is defined as any oscillatory motion induced in a structure or mechanical device as a direct result of some type of input excitation. Vibration consists of waves transmitted through solid material. There are several types of wave motion in solids, unlike in air, including compressional, shear, torsional, and bending. The solid medium can be excited by forces, moments, or pressure fields. This leads to the terminology of “structure-borne/ground-borne” vibration.

Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building there is usually a ground-to-foundation coupling loss, but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows or items on shelves or the motion of building surfaces. The vibration of building surfaces can also be radiated as sound and heard as a low-frequency rumbling noise, known as groundborne noise.

Ambient and source vibration information for this study are expressed in terms of the peak particle velocity (PPV) in inches per second (in/sec) that correlates best with human perception. The particle velocity is the velocity of the soil particles resulting from a disturbance. Agencies such as California Department of Transportation (Caltrans) use the PPV descriptor because it correlates well with damage or complaints. Caltrans estimates that the threshold of perception is approximately 0.006 in/sec PPV and the level at which continuous vibration begins to annoy people is approximately 0.010 in/sec PPV.

3.3 Regulatory Framework

Federal

Federal Aviation Administration Standards

Enforced by the Federal Aviation Administration (FAA), Code of Federal Regulations (CFR) Title 14, Part 150 prescribes the procedures, standards and methodology 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. Title 14 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. The FAA has determined that interior sound levels up to 45 dBA Ldn (or CNEL) are acceptable within residential buildings. The FAA also considers residential land uses to be compatible with exterior noise levels at or less than 65 dBA Ldn (or CNEL).

Federal Highway Administration Standards

CFR Title 23, Part 772 sets procedures for the abatement of highway traffic noise and construction noise. Title 23 is implemented by the Department of Transportation Federal Highway Administration (FHWA). The purpose of this regulation is to provide procedures for noise studies and noise abatement measures to help protect the public health and welfare, to supply noise abatement criteria, and to establish requirements for information to be given to local officials for use in the planning and design of highways. All highway projects which are developed in conformance with this regulation shall be deemed to be in conformance with the Department of Transportation (DOT) Federal Highway Administration Noise Standards. Title 23 establishes 67 dBA as the worst-case hourly average noise level standard for impacts of federal highway projects to land uses including residences, recreational uses, hotels, hospitals, and libraries [23 CFR Chapter 1, Part 772, Section 772.19].

Federal Transit Administration Standards and Federal Railroad Administration Standards

Although the Federal Transit Administration (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 (May 2006) are routinely used for projects proposed by local jurisdictions. The FTA and Federal Railroad Administration (FRA) have published guidelines for assessing the impacts of groundborne vibration associated with rail projects, which have been applied by other jurisdictions to other types of projects. The FTA measure of the threshold of architectural damage for conventional sensitive structures from groundborne vibration is 0.2 inches/second PPV.

State

California Noise Control Act of 1973

Sections 46000 through 46080 of the California Health and Safety Code, known as the California Noise Control Act of 1973, finds 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. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

California Department of Transportation

The California Department of Transportation (Caltrans) provides guidelines for assessing groundborne vibration impacts based on screening distances. According to Caltrans, major construction activity within 200 feet and pile driving within 600 feet of a vibration sensitive use would be potentially disruptive to vibration sensitive operations (Caltrans 2002).

Local

Although the PCCD is constitutionally autonomous and is therefore exempt from municipal regulation, local standards (City of San Diego) may be relevant in establishing guidelines and evaluating impacts. The PCCD typically pursues consistency with local general plans, ordinances, and policies where feasible. Furthermore, City regulations are relevant for addressing impacts to adjacent noise-sensitive land uses located within the City's jurisdiction.

City of San Diego Noise Level Compatibility Standards

The City of San Diego has adopted Noise Level Compatibility Standards in its General Plan for various land uses (Table 2). Based on the City's General Plan noise guidelines, the project would be considered a commercial use.

City of San Diego Noise Ordinance

The City also has a Noise Ordinance that is intended to address impacts from construction, fixed source, and/or operational noise. The City's Noise Ordinance is contained in Chapter V, Article 9.5, Section 59.5.0401 of the *City of San Diego Municipal Code* and contains the maximum one-hour average sound levels for various land uses (see Table 3) for fixed source and/or operational noise.

Table 2 City of San Diego Noise and Land Use Compatibility Guidelines

Land Use	Exterior Noise Exposure (dBA CNEL)					
	50	55	60	65	70	75
Open Space Parks and Recreational						
Community & Neighborhood Parks; Passive Recreation						
Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields; Outdoor						
Agricultural						
Crop Raising & Farming; Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables						
Residential						
Single Units; Mobile Homes; Senior Housing			45 ⁽¹⁾			
Multiple Units; Mixed-Use Commercial/ Residential; Live Work; Group Living Accommodations			45 ⁽¹⁾	45 ⁽¹⁾		
Institutional						
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Places of Worship; Child Care Facilities			45 ⁽¹⁾			
Vocational or Professional Educational Facilities; Higher Education Institution Facilities (Community or Junior Colleges, Colleges, or Universities)			45 ⁽¹⁾	45 ⁽¹⁾		
Cemeteries						
Sales						
Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories				50 ⁽¹⁾	50 ⁽¹⁾	
Commercial Services						
Building Services; Business Support; Eating & Drinking; Financial Institutions; Assembly & Entertainment; Radio & Television Studios; Golf Course Support				50 ⁽¹⁾	50 ⁽¹⁾	
Visitor Accommodations			45 ⁽¹⁾	45 ⁽¹⁾	45 ⁽¹⁾	
Offices						
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters				50 ⁽¹⁾	50 ⁽¹⁾	

	Compatible
	Conditionally Compatible
	Incompatible

⁽¹⁾ Indoor compatible noise level
Source: City of San Diego 2008

Table 3 City of San Diego Exterior Noise Level Limits

Land Use Zone	Time of Day	1 Hour Average Sound Level (decibels)
Residential: All R-1 (single family)	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
All R-2 (small multiple-family)	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
R-3, R-4 and all other Residential (large multiple-family)	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
All 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
Manufacturing all other Industrial, including Agriculture and Extractive Industry	Anytime	75

Source: City of San Diego Noise Ordinance Section 59.5.0401(a) 2005

Section 59.5.0502 of the City's Noise Ordinance established requirements for leaf blowers. Leaf blowers are required not to exceed 65 decibels measured at a distance of 50 feet or greater from the point of noise origin. Leaf blowers must be equipped with functional mufflers and an approved sound-limiting device to ensure that the leaf blower is not capable of generating a sound level that would exceed this noise level limit. Additionally, the operation of leaf blowers is restricted to 8:00 a.m. to 7:00 p.m. on weekdays and 9:00 a.m. to 5:00 p.m. on weekends.

Construction noise is governed by City Noise Ordinance Section 59.5.0404. Relevant portions of this ordinance are cited below.

- a. It shall be unlawful for any person, between the hours of 7:00 p.m. of any day and 7:00 a.m. 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.
- b. It shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 a.m. to 7:00 p.m.

Rancho Bernardo Community Plan

The Rancho Bernardo Community Plan serves as a guide for public and private development within the community. It does not include a noise element or any specific guidelines for acceptable noise levels in the community. The Circulation Element does include an objective to ensure that project approvals are conditioned upon provision of noise mitigation measures to achieve compatibility with existing and projected land uses.

3.4 Existing Noise Environment

Existing noise sources that affect the project site are described below.

Operational Noise Sources

The project site is currently developed with a 110,000-square foot building, a parking structure, a surface parking lot, and an access road. The existing building is a “warm shell” with limited interior improvements. It is not in use and does not generate operational noise. The existing access road is blocked. No access is provided to the site and the existing access road and parking facilities do not generate operational noise. A temporary, portable security office is currently located on-site. The facility does not include any noise generating equipment.

The project site is surrounded by single-family residential development to the north, and business park development to the west, south, and east. Businesses in the developments surrounding the site include medical offices, small distribution facilities, and laboratories that do not require machinery that would generate noise levels beyond those typical of general office use. The small distribution facilities would generate heavy duty truck trips on a regular basis, but do not have the loading docks or other access necessary to accommodate the truck traffic typical of a distribution center. General office use and residences are not sources of substantial operational noise. Occasional nuisance noise may result from residences and parking lots, such as loud music or car alarms. Some manufacturing uses are located in the business parks to the east of the site and would have the potential to generate operational noise from the use of heavy machinery. The manufacturing use located closest to the project site is Scripps Mesa Glass, located approximately 680 southwest of the site.

Existing Noise Levels

Ambient sound level surveys were conducted on November 20, 2012 and May 14, 2015 to quantify the noise environment on the project site and in the surrounding area. A total of four measurements were taken. The monitoring locations are shown on Figure 3, Noise Measurement Locations. The measurements were taken during the daytime and were 15 minutes in duration. Larson Davis 820 and 831 ANSI (American National Standards Institute) Type I Integrating Sound Level Meters calibrated with a Larson Davis CAL200 calibrator were used to record ambient sound levels. Weather conditions during the November 2012 measurements were calm with a warm temperature and partly-cloudy to clear skies. Weather conditions during the May 2015 measurements were calm with cool temperatures and cloudy skies. Table 4 summarizes the measured Leq and noise sources for the monitoring locations.

Table 4 Ambient Sound Level Measurements (dBA)

Site	Location	Daytime Noise Sources	Date/Time	Leq	Lmax	Lmin
1	Northwest corner of business park east of the project site (16980 Via Tazon)	Traffic on Rancho Bernardo Road, overhead plane, conversation in parking lot	5-14-2015/ 8:37 a.m.	57.8	78.0	44.9
2	Corner of Olmeda Road and Rancho Bernardo Road in the residential neighborhood north of the project site.	Traffic on Rancho Bernardo Road	5-14-2015/ 9:08 a.m.	62.9	81.4	43.2
3	Corner of Matinal Road and Capilla Road in the residential neighborhood north of the project site.	Traffic on Rancho Bernardo Road and Matinal Road.	5-14-2015/ 9:37 a.m.	59.8	75.4	40.9
4	On the project site, in the existing surface parking lot north of the on-site office structure.	Traffic on Rancho Bernardo Road	11-20-2012 / 11:28 a.m.	52.12	71.15	41.32

Source: Atkins, November 20, 2012 and May 14, 2015; ambient measurements were 15 minutes in duration.



Source: GoogleEarthPro, Atkins 2015

The results of the ambient noise surveys reflect noise levels that range between 52 dBA on the project site, and 63 dBA Leq adjacent to Rancho Bernardo Road. The primary noise source at all locations was traffic on Rancho Bernardo Road. The San Diego General Plan considers noise levels up to 60 dBA CNEL to be compatible, and noise levels up to 65 dBA CNEL conditionally compatible, with single-family residences. Noise levels up to 70 dBA are considered compatible with higher education institutional facilities. Noise levels up to 65 dBA CNEL are considered compatible with commercial and office development, with noise levels up to 75 dBA CNEL considered conditionally acceptable. Based on the City of San Diego noise compatibility guidelines, ambient noise levels measured within the project site are compatible with existing land uses on the project site and surrounding area, with the exception of the residences adjacent to Rancho Bernardo Road. Measured noise levels at the residences closest to Ranch Bernardo Road exceed the compatibility guideline of 60 dBA CNEL, but are within the conditionally compatible guideline of 65 dBA.

Transportation Noise Sources

Aviation

The nearest airport to the project site is Marine Corps Air Station (MCAS) Miramar, located approximately 12 miles south of the project site in the City of San Diego. The airport is operated by the U.S. Marine Corps. The airport is a military installation. It is designated as a master jet facility and serves both fixed and rotary-wing aircraft. According the Airport Land Use Compatibility Plan (ALUCP) for MCAS Miramar, the airfield is currently authorized for 112,242 annual aircraft operations (SDCRAA 2011). Due to distance, the project site is not located within the 60 dBA CNEL noise contour for the airport, or within the airport's area of influence.

Roadways

The project site is situated on Rancho Bernardo Road between Matinal Road and Olmeda Way. The park is approximately 0.8 mile west of I-15. An existing access driveway at the intersection of Rancho Bernardo Road and Matinal Road provides the only vehicular access to the project site. Table 5 shows the existing noise levels generated by the roadways surrounding the project site. As shown in Table 5, all segments of Rancho Bernardo Road currently generate noise levels at 50 feet from the roadway centerline that exceed 60 dBA CNEL, the noise compatibility standard for residences, and the noise compatibility standard of 70 dBA for higher education use. Noise levels on West Bernardo Drive exceed the noise compatibility standard of 65 dBA for commercial and office use, but do not exceed the conditionally compatible noise standard of 75 dBA. The noise level on Via Del Campo does not exceed the noise compatibility standard for office or commercial use, or for higher education use.

Table 5 Existing Roadway Noise Levels

Roadway	Segment	Existing Average Daily Trips	Noise Level at 50 feet from Roadway Centerline (dBA CNEL)
Rancho Bernardo Road	Camino San Bernardo Road to Via Del Campo	26,840	73
	Via Del Campo to Matinal Road	27,710	73
	Matinal Road to West Bernardo Drive	27,850	73
	West Bernardo Drive to I-15 SB Ramps	46,260	78
West Bernardo Drive	Via Del Campo to Bernardo Center Drive	13,200	68
Via Del Campo	Rancho Bernardo Road to West Bernardo Drive	4,880	62

Source: LLG 2015 (traffic data); FHWA 2004 (noise level estimates).
See Appendix A, Noise Data, for noise model assumptions and output.

Railroads

The Rancho Bernardo community is not serviced by a railroad line. The closest rail line is the SPRINTER light rail line. The eastern terminus of the line is located approximately seven miles north of the project site in the City of Escondido. According to noise technical report prepared for the City of Escondido General Plan Update (Atkins 2011), the 60 dBA CNEL noise contour for the SPRINTER is 50 feet from the track alignment.

Noise 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 residences, schools, hospitals, libraries, parks, and places of worship. Industrial and commercial land uses are generally not considered sensitive to noise. The term “noise receptor” is often used to represent a specific location where individuals would be exposed to noise, such as a specific residence. The nearest NSLU to the project site are the residences located north of the project site across Rancho Bernardo Road. The remaining land uses in the project area include office and commercial uses that are not considered noise sensitive.

Vibration Sensitive Land Uses

Land uses in which groundborne vibration could potentially interfere with operations or equipment, such as research, manufacturing, hospitals, and university research operations (FTA 2006) are considered “vibration-sensitive.” 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. The business parks to the east of the project site include several vibration sensitive land uses, including laboratories, medical offices, and manufacturing facilities. The nearest vibration sensitive land use to the project site is the Sharp Rees-Stealy Rancho Bernardo Urgent Care Center, located approximately 330 feet east of the project site. Medical offices often include equipment that may be sensitive to excessive groundborne vibration. Two laboratories are located approximately 520 and 580 feet east of the project site, and the Scripps Mesa Glass manufacturing business is located approximately 680 feet east of the project site.

4.0 Methodology and Significance Criteria

4.1 Methodology

Excessive Noise Levels

Impacts related to potential exposure of NSLU to excessive noise levels as a result of the operation of the project are assessed based on a comparison of the proposed facilities to the noise levels potentially generated by existing off-site noise sources. Estimated noise levels are based on a variety of sources, including noise technical reports for similar facilities. Noise levels at a particular receptor from a stationary noise source are based on an attenuation rate of 6 dBA for every doubling of distance. Traffic noise levels are calculated for post-project traffic volumes along roadway segments in the project vicinity using standard noise modeling equations adapted from the FHWA noise prediction model. The modeling calculations take into account the posted vehicle speed, average daily traffic volume, and the estimated vehicle mix. The noise model assumes that roadways would experience a decrease of approximately 3 dBA for every doubling of distance from the roadway. The traffic volumes are based on the project-specific traffic study prepared for the PCCD South Education Center by Linscott, Law and Greenspan (LLG 2015).

Groundborne Vibration

Groundborne vibration impacts are assessed based on screening distances determined by Caltrans. According to Caltrans, major construction activity within 200 feet may be potentially disruptive to sensitive operations (Caltrans 2002).

Permanent Increase in Ambient Noise

The potential for implementation of the project to permanently increase ambient noise levels as a result of increased traffic noise is assessed using standard noise modeling equations adapted from the FHWA noise prediction model and the traffic impact analysis, as described above in Section 4.1.1. Other potential sources of operational noise from the project are addressed under Issue 1, Excessive Noise Levels.

Temporary Increase in Ambient Noise

Impacts related to temporary increases in ambient noise levels from construction of the proposed project loop road are assessed using estimates of sound levels from typical construction equipment provided by the FHWA in the Roadway Construction Noise Model (FHWA 2008), assuming an attenuation rate of 6 dBA per doubling of distance from the source.

Aircraft Noise

Impacts related to aircraft noise are assessed based on the ALUCP for MCAS Miramar (SDCRAA 2011).

4.2 Significance Criteria

Based on Appendix G of the CEQA Guidelines and the City of San Diego CEQA Thresholds, implementation of the project would result in a significant adverse impact if it would:

- **Threshold 1:** Expose persons to or generate noise levels in excess of standards established in the San Diego General Plan or noise ordinance, or applicable standards of other agencies.

- **Threshold 2:** Expose persons to or generation of excessive groundborne vibration or groundborne noise levels, which is defined as groundborne vibration equal to or in excess of 0.2 in/sec PPV. Construction activities within 200 feet and pile driving within 600 feet of a vibration sensitive use would be potentially disruptive to vibration-sensitive operations (Caltrans 2002).
- **Threshold 3:** Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. A substantial permanent increase in traffic noise would occur if the project exceeds the significance thresholds listed in Table 6.
- **Threshold 4:** Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Construction activity would be considered significant if it violates the limits established in the City of San Diego Noise Ordinance. Construction noise would be considered significant if it would exceed an average sound level greater than 75 dBA during the 12-hour period from 7:00 a.m. to 7:00 p.m. In addition, construction activity is prohibited between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays and Sundays.
- **Threshold 5:** For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport or private airstrip, expose people residing or working in the project area to excessive noise.

Table 6 City of San Diego Traffic Noise Significance Thresholds

Structure or Proposed Use that would be Impacted by Traffic Noise	Interior Space (dBA CNEL)	Exterior Useable Space (dBA CNEL) ¹
Single-Family Detached Residences	45 dBA	65 dBA
Multi-Family Residences, Schools, Libraries, Hospitals, Day Care, Hotels, Motels, Parks, Convalescent Homes	45 dBA	65 dBA
Offices, Churched, Business, Professional Uses	N/A	70 dBA
Commercial, Retail, Industrial, Outdoor Spectator Sports Uses	N/A	75 dBA

⁽¹⁾ If the existing noise level is currently at or exceeds the significance thresholds for traffic noise, an increase in noise level of 3 dBA or more would be considered a significant impact.

Source: City of San Diego 2011

5.0 Impact Analysis and Mitigation Measures

5.1 Issue 1: Excessive Noise Levels

Impact Analysis

The implementation of the PCCD South Education Center renovations would have the potential to generate noise levels in excess of established standards by developing new stationary sources of noise and by increasing human activity throughout the project site. Potential noise generating facilities on site include the parking lot and outdoor activity areas. This section addresses the potential for sensitive receptors to be exposed to excessive noise levels from proposed educational facilities. Potential impacts are discussed below by noise source, followed by a discussion of overall noise and the potential for noise-sensitive receptors at surrounding areas to be exposed to excessive noise levels from the project. The PCCD South Education Center operating hours would be from 7:00 a.m. to 10:00 p.m. Monday thru Friday. The park would be subject to the City's nighttime noise limits between 10:00 p.m. and 7:00 a.m., the daytime limits between 7:00 a.m. and 7:00 p.m., and evening limits between 7:00 p.m. and 10:00 p.m. The potential for a permanent increase in noise levels that would occur as a result of increased traffic on roadways is addressed in Section 5.1.3, Issue 3: Substantial Permanent Increase in Noise Levels.

The PCCD South Education Center exterior areas are situated in the southern and northern portions of the project site. The site is currently partially developed for an office use with a parking garage and main building. Proposed improvements include the installation of walking paths, landscaping, and drainage. The existing 574 space parking structure and 218 surface parking spaces would remain in place. The walking paths would be passive uses that would generally not generate noise levels beyond normal conversation. The noise level for normal conversation is approximately 65 dBA at three feet and would not exceed 50 dBA more than 20 feet from the source (Caltrans 1998). These passive uses are separated from all NSLU by at least 500 feet due to roadways and landscaping. Therefore, these uses would not result in a new source of noise with the potential to exceed the City's noise limits and a significant impact would not occur.

Noise sources from parking areas include car alarms, door slams, radios, and tire squeals. These sources typically range from about 30 to 66 dBA at a distance of 100 feet (Gordon Bricken & Associates 1996), and are generally short-term and intermittent. However, noise sources from the parking areas would be different from each other in kind, duration, and location, so that the overall effects would be separate and in most cases would not affect noise-sensitive receptors at the same time. Therefore, noise generated from the parking spaces throughout the park would be less than significant. Implementation of the PCCD South Education Center renovations would not expose NSLU to excessive noise levels and a significant impact would not occur.

In addition to the uses proposed above, the exterior areas as a whole would require regular landscape maintenance. Landscaping would require the use of powered equipment that would have the potential to generate excessive noise levels. However, landscape equipment would be subject to Section 10.80.101 of the City's noise ordinance. The ordinance prohibits operation of landscaping equipment between the hours of 7:00 p.m. and 7:00 a.m. during Pacific Standard Time and between 8:00 p.m. and 7:00 a.m. during Pacific Daylight Savings Time. All landscaping power equipment is required to conform to the City's noise limitations listed in Table 3. Therefore, compliance with the City's noise ordinance would ensure that landscaping activities would not result in a new source of excessive noise levels. Impacts would be less than significant.

Mechanical HVAC equipment is typically located on the ground or on rooftops of buildings and would have the potential to generate noise levels that average 65 dBA at a distance of 50 feet, and may run continuously during the day and night. Depending on where it is located, HVAC equipment could have the potential to generate noise that would exceed the City's hourly exterior noise limit for adjacent residences of 50 dBA during daytime hours, 45 dBA during evening hours, and 40 dBA at night, or the daytime limit of 60 dBA for commercial uses. For a single point source such as a piece of mechanical equipment, the sound level normally decreases by about 6 dBA for each doubling of distance from the source. The nearest residential NSLU with exterior uses is approximately 585 feet from the center of the existing structure. Existing HVAC systems located on the rooftop are shielded by mechanical screening. Accounting for the distance to the nearest residential NSLU and partial shielding from mechanical screening, HVAC noise levels would not exceed the City's nighttime standard of 40 dBA. Impacts would be less than significant.

As described above the proposed uses for the PCCD South Education Center are passive and would not generate substantial operational noise. Noise from human activity, which would generally consist of normal conversation, would be scattered throughout the exterior areas and would not combine to generate higher noise levels. HVAC equipment would create a new source of noise; however, compliance with the City's noise ordinance would ensure that noise is not excessive and would not substantially disturb residents. Therefore, impacts would be less than significant.

Impacts to On-Site Uses

The project site is surrounded by commercial and residential development. General office use, churches, and residences are not sources of substantial operational or mechanical noise. Occasional nuisance noise may result from residences and the parking lots, such as loud music or car alarms. Daytime noise levels on the project site was measured at 52 dBA Leq (see Table 4), and traffic noise levels on the roadways surrounding the project site would not exceed 65 dBA CNEL when propagated onto the project site. These ambient noise levels comply with the City's noise compatibility standard of 65 dBA CNEL for professional education facilities. Therefore, implementation of the project would not result in the exposure of the new NSLU to excessive noise levels. Impacts would be less than significant.

Mitigation Measures

Implementation of the project would not result in significant impacts related to excessive noise levels. No mitigation is required.

5.2 Issue 2: Groundborne Vibration

Impact Analysis

The main concerns associated with groundborne vibration from this type of project are annoyance and damage; however, vibration-sensitive instruments and operations, such as those found in hospitals and laboratories, can be disrupted at much lower levels than would typically affect other uses. In extreme cases, the vibration can cause damage to buildings, particularly those that are old or otherwise fragile. No vibration-sensitive land uses are proposed as part of the project or currently exist on the project site. Therefore, this analysis focuses on the potential for the project to generate vibration at surrounding medical, laboratory, educational, and religious uses. Construction of the looped road would require grading, but not deep excavation, and therefore it is assumed that blasting would not occur on the project site.

Vibration-sensitive instruments and operations may require special consideration during construction. Vibration criteria for sensitive equipment and operations are not defined and are often case specific. In general, the criteria must be determined based on manufacturer specifications and recommendations by the equipment user. As a guide, major construction activity within 200 feet may be potentially disruptive to sensitive operations (Caltrans 2002).

Construction Vibration

The nearest existing vibration-sensitive land uses to potential heavy duty equipment operation areas on the project site are medical, laboratory, educational, and religious uses to the south of the project site and residential uses to the north of the project site. The nearest of these uses is currently 100 feet from the nearest project boundary line, but more than 200 feet from the center of primary heavy duty equipment operation areas. Vibration levels attributable to heavy duty construction equipment decrease rapidly as they spread through the ground from the source. Vibration levels from the heaviest piece of equipment would attenuate to 0.191 PPV and 69 VdB at 100 feet, which would comply with applicable vibration standards at adjacent uses. Therefore, impacts attributable to heavy duty construction equipment vibration would be less than significant.

Mitigation Measures

Implementation of the project would not result in significant impacts related to groundborne vibration. No mitigation is required.

Significance After Mitigation

Impacts related to groundborne vibration would be less than significant without mitigation.

Cumulative Impacts

Similar to noise effects, vibration is a localized phenomenon and is progressively reduced as the distance from the source increases. Therefore, the area of projects that would be considered for the vibration cumulative analysis would be only those projects close to the project site. There are no approved, planned or foreseeable projects in the vicinity that would generate similar vibration. Therefore, vibration generated by construction on the project site and other sites would not combine to generate cumulative vibration impacts. Once constructed, the proposed land use would not generate a significant source of vibration during normal operation. Therefore, a significant cumulative vibration impact would not occur.

5.3 Issue 3: Substantial Permanent Increase in Ambient Noise Levels

Impact Analysis

This section addresses the potential for implementation of the PCCD South Education Center to permanently increase ambient noise levels as a result of increased traffic noise. The potential for other noise sources associated with project implementation to result in increases in noise levels that would expose NSLU to excessive noise levels is addressed in Section 5.1.1, Issue 1: Excessive Noise Levels.

The potential for the project to permanently increase traffic noise is addressed under the following scenarios: near-term and future (Year 2035). Traffic volumes for each roadway are included in Appendix

A. Noise levels for area roadways were calculated using standard noise modeling equations adapted from the FHWA noise prediction model. The modeling calculations take into account the posted vehicle speed, average daily traffic volume, and the estimated vehicle mix. The estimates are conservative because the model does not take into account buildings or topography that would provide noise attenuation. Noise levels at distances further from the source than the specific receptor would be lower due to attenuation provided by increased distance from the noise source. Generally, noise from heavily traveled roadways would experience a decrease of approximately 3 dBA for every doubling of distance from the roadway.

Near-Term Scenario

Existing and near-term increases in traffic, with and without the project, are provided in Table 7. As shown in Table 7, in the near-term all modeled segments of Rancho Bernardo Road would continue to generate noise levels that exceed the applicable noise threshold from Table 6, either 65 dBA CNEL for residences or 70 dBA CNEL standards for offices and professional uses. West Bernardo Drive and Via Del Campo would not exceed the 70 dBA CNEL threshold for office and professional uses. With implementation of the proposed project, noise levels along Rancho Bernardo Road would continue to meet or exceed the applicable noise compatibility threshold. However, the project would not result in any discernable increase in noise level compared to existing conditions or conditions without the proposed project. The project would also not result in any increase in noise level on Via Del Campo or West Bernardo Drive. Therefore, the project would not result in a significant traffic noise impact under the Near-Term + Project scenario.

Table 7 Near-Term + Project Traffic Noise Levels

Roadway/Segment	Applicable Threshold	Existing	Near Term (No Project)	Exceeds Threshold without Project?	Near Term + Project	Increase in Noise Level	Significant Impact?
Rancho Bernardo Road / Camino San Bernardo Road to Via Del Campo	70	73	73	Yes	74	1	No
Rancho Bernardo Road / Via Del Campo to Matinal Road	65	73	74	Yes	74	0	No
Rancho Bernardo Road / Matinal Road to West Bernardo Drive	65	73	74	Yes	74	0	No
Rancho Bernardo Road / West Bernardo Drive to I-15 SB Ramps	65	78	78	Yes	79	1	No
West Bernardo Drive / Via Del Campo to Bernardo Center Drive	70	68	68	No	68	0	No
Via Del Campo / Rancho Bernardo Road to West Bernardo Drive	70	62	62	No	62	0	No

Note: Noise levels are calculated at 50 feet from roadway centerline. Noise levels are based upon traffic data provided by LLG (2015). Traffic levels for each roadway are included in Appendix G, Traffic Impact Analysis, of this EIR.

Decibel levels are rounded to the nearest whole number. See Appendix A report, Noise Data, for the data sheets.

Future (Year 2035) Scenario

The Future (Year 2035) scenario includes buildout of the project as well as the cumulative growth and development in the Rancho Bernardo Community anticipated by the Year 2035. Future increases in traffic, with and without the project, are provided in Table 8. As shown in Table 8, modeled segments of Rancho

Bernardo Road would continue to exceed the applicable thresholds for residences and offices without implementation of the project. West Bernardo Drive and Via Del Campo would not exceed the 70 dBA CNEL threshold for office and professional uses without the project. Implementation of the project would not result in a discernable increase in noise levels along any of the modeled roadway segments when compared with existing conditions or future conditions without the project. Therefore, the project would not result in a significant impact.

Mitigation Measures

Implementation of the project would not result in a significant increase in traffic noise levels in the project vicinity. No mitigation is required.

Significance After Mitigation

Impacts related to permanent increases in ambient noise levels would be less than significant without mitigation.

Table 8 Future (Year 2035) Traffic Noise Levels

Roadway/Segment	Applicable Threshold	Future	Exceeds Threshold without Project?	Future + Project	Increase in Noise Level	Significant Impact?
Rancho Bernardo Road / Camino San Bernardo Road to Via Del Campo	70	74	Yes	74	0	No
Rancho Bernardo Road / Via Del Campo to Matinal Road	65	74	Yes	74	0	No
Rancho Bernardo Road / Matinal Road to West Bernardo Drive	65	74	Yes	74	0	No
Rancho Bernardo Road / West Bernardo Drive to I-15 SB Ramps	65	78	Yes	79	1	No
West Bernardo Drive / Via Del Campo to Bernardo Center Drive	70	69	No	69	0	No
Via Del Campo / Rancho Bernardo Road to West Bernardo Drive	70	63	No	63	0	No

Note: Noise levels are calculated at 50 feet from roadway centerline. Noise levels are based upon traffic data provided by LLG (2015). Traffic levels for each roadway are included in Appendix G, Traffic Impact Analysis, of this EIR.

Decibel levels are rounded to the nearest whole number. See Appendix A of this report, Noise Data, for data sheets.

Cumulative Impacts

Buildout of the proposed project, along with future cumulative growth in the Rancho Bernardo community, would result in increases in traffic that would cumulatively increase traffic noise. A significant cumulative impact would occur if the project, in combination with the other cumulative projects, would cause a roadway to exceed the City's noise compatibility standard for adjacent land uses. The potential noise impacts that would result from cumulative projects and cumulative growth are included in the Future (Year 2035) scenario. Table 9 compares Future (Year 2035) traffic noise levels to existing conditions. As shown in Table 9, noise levels along Rancho Bernardo Road would exceed the applicable noise threshold under the existing and future scenarios, and noise level would increase by 1 dBA CNEL in

the future. A future increase in noise level would also occur on West Bernardo Road and Via Del Campo; however, noise levels would not exceed the 70 dBA CNEL threshold for office and professional uses. Additionally, none of the increases in noise level would be substantially attributable to the proposed project. A cumulative impact associated with cumulative traffic noise would not occur on the area roadways.

5.4 Issue 4: Construction Noise

Impact Analysis

Construction of the facilities proposed the PCCD South Education Center would generate noise that could expose nearby NSLU to elevated noise levels that may disrupt communication and routine activities. 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. Sound levels from typical construction equipment range from 60 dBA to 90 dBA Leq at 50 feet from the source (FHWA 2008). Noise from construction equipment generally exhibits point source acoustical characteristics. Strictly speaking, a point source sound decays at a rate of 6 dBA per doubling of distance from the source. The rule applies to the propagation of sound waves with no ground interaction.

Table 9 Cumulative Traffic Noise Impacts

Roadway/Segment	Existing ⁽¹⁾	Future (Year 2035) + Project	Increase in Noise Level	Significant Cumulative Impact?	Increase Attributable to Project ⁽¹⁾	Cumulatively Considerable Contribution?
Rancho Bernardo Road / Camino San Bernardo Road to Via Del Campo	73	74	+1	No	0	No
Rancho Bernardo Road / Via Del Campo to Matinal Road	73	74	+1	No	0	No
Rancho Bernardo Road / Matinal Road to West Bernardo Drive	73	74	+1	No	0	No
Rancho Bernardo Road / West Bernardo Drive to I-15 SB Ramps	78	79	+1	No	1	No
West Bernardo Drive / Via Del Campo to Bernardo Center Drive	68	69	+1	No	0	No
Via Del Campo / Rancho Bernardo Road to West Bernardo Drive	62	63	+1	No	0	No

Note: N/A = Not applicable because noise level would not exceed the 70 dBA threshold for office and professional uses.

⁽¹⁾ Based on the results in Tables 7 and 8. The project's contribution to the cumulative noise impact is based on the increase in traffic noise attributable to the proposed project under the Future (Year 2035) scenario. If the project's contribution is less than three decibels, the project's contribution is not cumulatively considerable.

Note: Noise levels are calculated at 50 feet from roadway centerline. Noise levels are based upon traffic data provided by LLG (2015). Traffic levels for each roadway are included in Appendix G, Traffic Impact Analysis, of this EIR.

Decibel levels are rounded to the nearest whole number. See Appendix A of this report, Noise Data, for data sheets.

The project would construct an approximately 1,238 foot-long looped road connecting the existing parking lot to the existing parking structure; implement drainage improvements; and install walkways, hardscape areas, and landscaping. Construction would begin in July 2016 and be completed in January 2018.

Construction Noise

Standard equipment, including front end loaders, backhoes, graders, and dozers, would be used for construction of the proposed project. Noise levels from construction on the project site were determined based on the construction equipment list provided by the applicant and typical equipment noise levels determined by the Roadway Construction Noise Model (RCNM) (FHWA 2008). The six noisiest pieces of construction equipment (grader, dozer, tractor, scraper, excavator, and paver) that could be required for the project were assumed to operate simultaneously in the same location, which would have the potential to generate noise levels up to 87 dBA at 50 feet from the construction site. These estimates are conservative because construction equipment would be spread out over several acres and would not be operating all at once.

The project site is surrounded by NSLU, including single-family residences, medical facilities, laboratories, educational institutes, and a church, the closest of which is located approximately 180 feet from the project boundary. The site is located 250 feet from a residential neighborhood and additional NSLU are located beyond the homes located north of the site. The worst-case construction noise levels would range from approximately 70 dBA to 75 dBA at the residential and medical, laboratory, educational, and religious uses to the north and south of the project site, respectively.

Although the project is not expected to exceed the City's construction noise limit of 75 dBA during the 12-hour period from 7:00 a.m. to 7:00 p.m., the exposure of short-term construction noise may be considered disruptive to adjacent uses during construction daytime operations. Because construction would comply with the applicable regulation for construction noise, temporary increases in noise levels from typical construction activities would be less than significant.

Mitigation Measures

Implementation of the project would not result in significant impacts from construction noise. No mitigation is required.

Significance After Mitigation

Impacts related to construction noise would be less than significant without mitigation.

Cumulative Impacts

Construction noise impacts are localized in nature because they are limited to the construction site where construction equipment is operating. As discussed above, sound levels from project construction would be up to 75 dBA approximately 250 feet from the construction site (FHWA 2008). However, there are no approved, planned, or foreseeable projects in the vicinity that would generate similar construction noise levels and the project would be subject to the San Diego construction noise ordinance, which limits construction noise to 75 dBA during the 12-hour period from 7:00 a.m. and 7:00 p.m. Compliance with the San Diego noise ordinance would reduce impacts to a less than significant level. Therefore, a significant cumulative impact would not occur.

5.5 Issue 5: Aircraft Noise

Impact Analysis

The nearest airport to the project site is Marine Corps Air Station (MCAS) Miramar, located approximately 12 miles south of the project site in the City of San Diego. The project site is not located within the 60 dBA CNEL noise contour of MCAS Miramar. Therefore, the project would not be exposed to excessive noise from the airfield. It is not foreseeable that additional aviation uses would be introduced in the immediate vicinity of the project site because it is currently developed with office and residential land uses. In addition, the implementation of the project would not result in a significant impact on future air traffic operations. Therefore, NSLU would not be exposed to excessive noise levels from aviation noise as a result of the project.

Mitigation Measures

Implementation of the project would not result in significant impacts from aircraft noise. No mitigation is required.

Significance After Mitigation

Impacts related to aircraft noise would be less than significant without mitigation.

Cumulative Impacts

No additional aviation uses are planned to be introduced in the immediate vicinity of the project site. In addition, the project does not propose any new air traffic. No NSLU would be exposed to excessive noise levels from aviation as a result of the project. Therefore, a cumulative impact related to aviation would not occur.

6.0 Conclusion

Implementation of the project would not result in excessive noise levels or excessive groundborne vibration. The increase in traffic noise associated with the renovated facilities would not result in a significant direct or cumulative impact. Short-term noise increases from construction equipment would not violate the City's noise ordinance. The project and surrounding area would not be exposed to excessive noise from the nearest airport.

7.0 References

- Atkins. 2011. City of Escondido Noise Technical Report, Planning Case No: PHG 09-0020. Prepared for the City of Escondido, Community Development Department. December.
- California Department of Transportation (Caltrans). 1998. Technical Noise Supplement – A Technical Supplement to the Traffic Noise Analysis Protocol, October.
- California Department of Transportation (Caltrans). 2002. Transportation Related Earthborne Vibrations (TAV-02-01-R9201), February 20.
- City of San Diego. 2005. San Diego Municipal Code, Article 9.5. Noise Abatement and Control (Section 59.5.0401 through 59.5.0811). November 28.
- City of San Diego. 2008. City of San Diego General Plan 2008. March 10.
- City of San Diego. 2011. California Environmental Quality Act, Significance Determination Thresholds. January.
- Federal Highway Administration. 2004. FHWA Highway Noise Prediction Model (FHWA-RD-77-108).
- Federal Highway Administration. 2006. Roadway Construction Noise Model User's Guide, January.
- Federal Highway Administration. 2008. Roadway Construction Noise Model (RCNM). Version 1.1, December 8.
- Federal Transit Administration, Office of Planning and Environment. 2006. Transit Noise & Vibration Impact Assessment, May.
- Gordon Bricken and Associates. 1996. Acoustical Analysis Addendum to the Adopted Environmental Impact Report Disneyland Resort, City of Anaheim. February 1996.
- Linscott, Law & Greenspan, Engineers. 2015. Traffic Impact Analysis, Palomar Community College District, South Education Center, San Diego, California. July 31.
- San Diego County Regional Airport Authority (SDCRAA). 2011. MCAS Miramar Airport Land Use Compatibility Plan, November.

Appendix A:

Noise Data

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 100028572
Project Name: PCCD South Education Center

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Linscott, Law, and Greenspan, October 2012
Community Noise Descriptor: L_{dn}: _____ CNEL: X

"L" = contour is located within the roadway right-of-way.
Distance is from the centerline of the roadway segment to the receptor location.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway				
						Medium Trucks	Heavy Trucks	CNEL at 50 Feet	70 CNEL	Distance to Contour 65 CNEL	60 CNEL	55 CNEL
Rancho Bernardo Road												
Camino San Bernardo Rd to Via Del Campo, Existing	4	10	26,840	50	0.5	3.0%	2.0%	73.2	82	176	379	817
Camino San Bernardo Rd to Via Del Campo, Near-term	4	10	28,335	50	0.5	3.0%	2.0%	73.4	85	183	393	847
Camino San Bernardo Rd to Via Del Campo, Near-term + project	4	10	28,875	50	0.5	3.0%	2.0%	73.5	86	185	398	858
Camino San Bernardo Rd to Via Del Campo, future (2035)	4	10	32,570	50	0.5	3.0%	2.0%	74.0	93	200	432	930
Camino San Bernardo Rd to Via Del Campo, future + project	4	10	33,650	50	0.5	3.0%	2.0%	74.2	95	205	441	950
Rancho Bernardo Road												
Via Del Campo to Matinal Road, Existing	4	10	27,710	50	0.5	3.0%	2.0%	73.3	83	180	387	835
Via Del Campo to Matinal Road, Near-term	4	10	29,205	50	0.5	3.0%	2.0%	73.6	86	186	401	864
Via Del Campo to Matinal Road, Near-term + project	4	10	30,015	50	0.5	3.0%	2.0%	73.7	88	190	409	880
Via Del Campo to Matinal Road, future (2035)	4	10	31,800	50	0.5	3.0%	2.0%	73.9	91	197	425	915
Via Del Campo to Matinal Road, future + project	4	10	33,650	50	0.5	3.0%	2.0%	74.2	95	205	441	950
Rancho Bernardo Road												
Matinal Road to West Bernardo Drive, Existing	4	10	27,850	50	0.5	3.0%	2.0%	73.4	84	180	389	838
Matinal Road to West Bernardo Drive, Near-term	4	10	29,387	50	0.5	3.0%	2.0%	73.6	87	187	403	868
Matinal Road to West Bernardo Drive, Near-term + project	4	10	31,884	50	0.5	3.0%	2.0%	73.9	92	197	425	917
Matinal Road to West Bernardo Drive, future (2035)	4	10	29,150	50	0.5	3.0%	2.0%	73.6	86	186	401	863
Matinal Road to West Bernardo Drive, future + project	4	10	34,145	50	0.5	3.0%	2.0%	74.2	96	207	445	959
Rancho Bernardo Road												
West Bernardo Drive to I-15 SB Ramps, Existing	6	10	46,260	50	0.5	5.0%	3.0%	78.1	173	372	801	1,726
West Bernardo Drive to I-15 SB Ramps, Near-term	6	10	49,438	50	0.5	5.0%	3.0%	78.4	180	389	837	1,804
West Bernardo Drive to I-15 SB Ramps, Near-term + project	6	10	51,665	50	0.5	5.0%	3.0%	78.6	186	400	862	1,858
West Bernardo Drive to I-15 SB Ramps, future (2035)	6	10	50,420	50	0.5	5.0%	3.0%	78.4	183	394	848	1,828
West Bernardo Drive to I-15 SB Ramps, future + project	6	10	54,875	50	0.5	5.0%	3.0%	78.8	193	417	898	1,934
West Bernardo Drive												
Via Del Campo to Bernardo Center Drive, Existing	4	0	13,200	40	0.5	3.0%	2.0%	67.8	-	76	165	355
Via Del Campo to Bernardo Center Drive, Near-term	4	0	13,457	40	0.5	3.0%	2.0%	67.9	-	77	167	359
Via Del Campo to Bernardo Center Drive, Near-term + project	4	0	13,727	40	0.5	3.0%	2.0%	67.9	-	78	169	364
Via Del Campo to Bernardo Center Drive, future (2035)	4	0	16,230	40	0.5	3.0%	2.0%	68.7	-	88	189	407
Via Del Campo to Bernardo Center Drive, future + project	4	0	16,770	40	0.5	3.0%	2.0%	68.8	-	90	193	416
Via Del Campo												
Rancho Bernardo Road to West Bernardo Drive, Existing	2	0	4,880	35	0.5	3.0%	2.0%	61.9	-	-	67	144
Rancho Bernardo Road to West Bernardo Drive, Near-term	2	0	4,900	35	0.5	3.0%	2.0%	61.9	-	-	67	145
Rancho Bernardo Road to West Bernardo Drive, Near-term + project	2	0	5,170	35	0.5	3.0%	2.0%	62.2	-	32	70	150
Rancho Bernardo Road to West Bernardo Drive, future (2035)	2	0	6,030	35	0.5	3.0%	2.0%	62.8	-	36	77	166
Rancho Bernardo Road to West Bernardo Drive, future + project	2	0	6,570	35	0.5	3.0%	2.0%	63.2	-	38	82	176

APPENDIX G
Traffic Assessment of EIR Alternatives
Traffic Impact Analysis

MEMORANDUM

To:	Paul Garcia Chris Moore Atkins	Date:	March 24, 2016
From:	John Boarman Cara Hilgesen LLG, Engineers	LLG Ref:	3-15-2464
Subject:	Palomar Community College District South Education Center – Traffic Assessment of EIR Alternatives		

Paul and Chris,

Linscott, Law & Greenspan, Engineers (LLG) has reviewed the Alternatives section of the EIR for the subject project. Our findings on the conclusions drawn for the four (4) EIR Alternatives are discussed below.

1. NO PROJECT ALTERNATIVE

The LLG Traffic Study dated March 24, 2016 provides an analysis of the entitled office buildings that would be permitted on the site today based on approved permits. The Rancho Bernardo Lot 11 approved entitlement would allow for three (3) buildings totaling 330,000 SF of office/research and development use on the site. For the office development, the Traffic Study identifies one (1) direct impact and two (2) cumulative impacts at the study area intersections. No street segment impacts were identified. The proposed project results in zero (0) direct impacts and three (3) cumulative intersection impacts.

The entitled office project results in a higher percentage of peak hour trips than the proposed project. An office building generates the majority of its traffic during the morning commute to work and the evening commute home. This is represented in the Opening Day analysis where a direct impact is calculated with the office project given the PM peak is forecasted at 14% for the office use (530 trips) and 9% for the education center (304 trips) with an almost equal amount of daily trips generated (3,300 office ADT; 3,374 education center ADT).

However, in the long-term, the reduced reserve capacity on the street system due to ambient growth in the area from buildout of the surrounding Community Plan land uses results in similar significant impacts to the street system with the development of either the office project or proposed education center.

2. SECOND ACCESS ROAD ALTERNATIVE

LLG agrees with the conclusion that impacts would remain the same at Via Del Campo and West Bernardo Drive, as the off-site project distribution and assignment would be unchanged with the secondary access point. The Matinal Road access driveway would likely improve to LOS D or better conditions; however, there is the possibility for impacts to Olmeda Way without the installation of a traffic signal by the proposed project.



Engineers & Planners

Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**

4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8810 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills



3. REDUCED PROJECT ALTERNATIVE

LLG agrees with the conclusions drawn above for this EIR Alternative. Even with a 25% reduction in the maximum enrollment, cumulative significant impacts would continue to occur given the constrained conditions forecasted along Rancho Bernardo Road, even without the development of the project. Since LOS E and F operations are forecasted in Year 2035 without the development of the project, even a relatively low amount of traffic (500 ADT) would result in long-term cumulative impacts along Rancho Bernardo Road.

4. BERNARDO CENTER DRIVE ALTERNATIVE

LLG agrees with the conclusions drawn above for the Bernardo Center Drive Alternative. It is likely that cumulative impacts would be reduced with the shift in project traffic from Rancho Bernardo Road to Bernardo Center Drive. However, it is possible that significant traffic impacts could occur within the redesignated study area given the similarities between Rancho Bernardo Road and Bernardo Center Drive: Four-Lane Major Roadways providing access to the 558-acre Bernardo Industrial Park.

Please call us with any questions.

cc: File

TRAFFIC IMPACT ANALYSIS
PALOMAR COMMUNITY COLLEGE DISTRICT
SOUTH EDUCATION CENTER
San Diego, California
June 2016

LLG Ref. 3-15-2464

**Linscott, Law &
Greenspan, Engineers**

4542 Ruffner Street
Suite 100

San Diego, CA 92111

858.300.8800 T

858.300.8810 F

www.llgengineers.com

EXECUTIVE SUMMARY

Linscott, Law & Greenspan, Engineers (LLG) has been retained to assess the traffic impacts associated with the Palomar Community College District South Education Center Project (hereby referred to as the proposed “Project”). The site is located approximately 0.8 miles west of Interstate 15 (I-15) on the southeast corner of the Rancho Bernardo Road/Matinal Road intersection in the City of San Diego. A vacant office building currently occupies the site. The Project proposes to convert the existing 110,000 square foot (SF) vacant office building into a community college specialized education center and utilize the existing parking structure located southwest of the building.

The District plans their facilities using the full-time equivalent student (FTES) projections for an academic year. The academic year represents the Fall, Spring and Summer semesters combined. At Opening Day, the District anticipates a total of 1,000 annual FTES. Based on information provided by the District, this equates to a total of 2,812 enrolled students the first day of Fall semester. The maximum enrollment anticipated by the District by Year 2035 is projected at 2,000 annual FTES which amounts to a Fall semester enrollment of 5,625 students.

The proposed Project campus is different from a typical main community college campus. As an education center, it does not have the full complement of services as a full community college campus. Of particular note are the lack of sports fields and extracurricular activities offered to students, and a much lower school population with fewer course and degree program offerings.

The California Postsecondary Education Commission (CPEC) has established *Guidelines for Proposed University Campuses, Community Colleges, and Education Centers* (August 1992). The guidelines have established several differences in comparing “education center” versus “community college”. The CPEC Guidelines define an educational center as “an off-campus enterprise owned or leased by the parent district and administered by a parent college. The center must...maintain an onsite administration (typically headed by a dean or director, but not by a president, chancellor, or superintendent), and offer programs leading to the certificates or degrees to be conferred by the parent institution.” In contrast, the *Guidelines* define a community college as “A full-service...institution offering a full complement of lower-division programs and services, usually at a single campus location owned by the district; colleges enroll a minimum of 1,000 full-time-equivalent students. A college will have its own administration and be headed by a president or a chancellor.” In addition, the proposed Project will require reduced administrative staff and space, due to the smaller range of classes and facilities, as compared to a community college. Similarly, maintenance staff and facilities needed to serve the Project site would be reduced as compared to that of a typical community college, as extensive maintenance needs are not anticipated.

EXECUTIVE SUMMARY (CONTINUED)

Because the education center would function differently as explained above, the standard SANDAG trip generation rate at 1.2 trips per student likely overstates the future traffic activity at the education center. However, for purposes of being conservative, the SANDAG junior college trip rate was used in the analysis. Using the SANDAG publish rate of 1.2 trips per student (for a community/junior college), at Opening Day with 2,812 students enrolled the education center is calculated to generate approximately 3,371 ADT with 324 inbound / 81 outbound trips during the AM peak hour and 182 inbound / 122 outbound trips during the PM peak hour. At the maximum enrollment amount expected by the Year 2035, approximately 6,750 ADT with 648 inbound / 162 outbound trips during the AM peak hour and 365 inbound / 243 outbound trips during the PM peak hour would be generated by 5,625 enrolled students.

Based on the City of San Diego significance criteria, **three (3) significant cumulative intersection impacts were calculated.** Two (2) of the impacts identify mitigation measures to reduce impacts to below significant levels. The third impact was determined to be significant and unmitigated given the infeasibility of providing improvements needed to reduce the impact to below significant levels.

TABLE OF CONTENTS

SECTION	PAGE
1.0 Introduction.....	1
2.0 Project Description	4
2.1 Project Location	4
2.2 Project Description.....	4
2.3 Project Access	4
3.0 Existing Conditions.....	6
3.1 Study Area	6
3.2 Existing Street System	7
3.3 Existing Bicycle Network	8
3.4 Existing Transit Conditions	8
3.5 Existing Pedestrian Conditions	9
3.6 Existing Traffic Volumes.....	9
4.0 Analysis Approach and Methodology	13
4.1 Analysis Approach.....	13
4.2 Methodology	13
4.2.1 Intersections	13
4.2.2 Street Segments.....	13
4.2.3 Freeway Segments	13
4.2.4 Freeway Ramp Meters	14
5.0 Significance Criteria	15
6.0 Analysis of Existing Conditions	17
6.1 Peak Hour Intersection Operations	17
6.2 Daily Street Segment Operations.....	17
6.3 Freeway Mainline Operations.....	17
6.4 Freeway Ramp Meter Operations	17
7.0 Opening Day Conditions	21
7.1 Description of Cumulative Projects	21
7.2 Network Conditions	22
7.3 Traffic Volumes	22

TABLE OF CONTENTS (CONTINUED)

SECTION	PAGE
8.0 Trip Generation/Distribution/Assignment	26
8.1 Trip Generation	26
8.2 Trip Distribution/Assignment	27
9.0 Analysis of Opening Day Scenarios.....	31
9.1 Opening Day Without Project.....	31
9.1.1 Peak hour Intersection Operations	31
9.1.2 Daily Street Segment Operations.....	31
9.1.3 Freeway Mainline Operations.....	31
9.1.4 Freeway Ramp Meter Operations	31
9.2 Opening Day With Project.....	32
9.2.1 Peak Hour Intersection Operations	32
9.2.2 Daily Street Segment Operations.....	32
9.2.3 Freeway Mainline Operations.....	32
9.2.4 Freeway Ramp Meter Operations	32
10.0 Year 2035 Conditions	37
10.1 Year 2035 Network Conditions	37
10.2 Year 2035 Traffic Volumes	38
11.0 Analysis of Year 2035 Scenarios.....	43
11.1 Year 2035 Without Project	43
11.1.1 Peak Hour Intersection Operations	43
11.1.2 Daily Street Segment Operations.....	43
11.2 Year 2035 With Project	43
11.2.1 Peak Hour Intersection Operations	43
11.2.2 Daily Street Segment Operations.....	44
12.0 Access Assessment.....	47
12.1 Project Access	47
12.2 Cut-Through Traffic.....	47
12.3 Recommendations	48
13.0 Approved Office Entitlement Analysis	51
13.1 Office Traffic	51
13.2 Analysis Results.....	51
13.2.1 Peak Hour Intersection.....	52
13.2.2 Daily Street Segment Operations.....	52
13.3 Comparisons and Conclusions.....	57

TABLE OF CONTENTS (CONTINUED)

SECTION	PAGE
14.0 Transportation Demand Management	58
15.0 Significance of Impacts and Mitigation Measures	59
15.1 Significance of Impacts.....	59
15.2 Mitigation Measures	59

APPENDICES

APPENDIX
A. Intersection and Segment Manual Count Sheets, Caltrans Data
B. City of San Diego Roadway Classification Table
C. Existing Intersection Analysis Worksheets
D. SANDAG Select Zone Assignment and Year 2035 Traffic Volumes and Land Use Data
E. Opening Day Without Project Intersection Analysis Worksheets
F. Opening Day With Project Intersection Analysis Worksheets
G. Rancho Bernardo and Black Mountain Ranch Public Facilities Financing Plan Excerpts
H. Year 2035 Without Project Intersection Analysis Worksheets
I. Year 2035 With Project Intersection Analysis Worksheets
J. Entitled Office Development Traffic Volumes and Intersection Analysis Worksheets
K. Post-Mitigation Intersection Analysis Worksheets

LIST OF FIGURES

SECTION—FIGURE #	PAGE
Figure 1–1 Vicinity Map	2
Figure 1–2 Project Area Map	3
Figure 2–1 Site Plan	5
Figure 3–1 Existing Conditions Diagram.....	11
Figure 3–2 Existing Traffic Volumes.....	12
Figure 7–1 Cumulative Projects Location Map	23
Figure 7–2 Cumulative Projects Traffic Volumes	24
Figure 7–3 Opening Day Without Project Traffic Volumes	25
Figure 8–1 Project Traffic Distribution.....	28
Figure 8–2 Opening Day Project Traffic Volumes	29
Figure 8–3 Opening Day With Project Traffic Volumes	30
Figure 10–1 Year 2035 Without Project Traffic Volumes.....	40
Figure 10–2 Year 2035 (Maximum Enrollment) Project Traffic Volumes.....	41
Figure 10–3 Year 2035 With Project Traffic Volumes.....	42

LIST OF TABLES

SECTION—TABLE #	PAGE
Table 3–1 Existing Traffic Volumes.....	10
Table 4–1 Caltrans District 11 Freeway Segment Level Of Service Definitions	14
Table 5–1 City Of San Diego Traffic Impact Significant Thresholds	16
Table 6–1 Existing Intersection Operations.....	18
Table 6–2 Existing Daily Street Segment Operations	19
Table 6–3 Existing Freeway Mainline Operations	20
Table 6–4 Existing Ramp Meter Operations.....	20
Table 7–1 Cumulative Development Projects Summary	22
Table 8–1 Project Trip Generation.....	27
Table 9–1 Opening Day Intersection Operations.....	33
Table 9–2 Opening Day Street Segment Operations	34
Table 9–3 Opening Day Freeway Mainline Operations	35
Table 9–4 Opening Day Ramp Meter Operations	36
Table 10–1 Community Plan Roadway Classifications.....	38
Table 11–2 Long-Term Intersection Operations.....	45
Table 11–3 Long-Term Street Segment Operations	46
Table 13–1 Office Project Trip Generation	51
Table 13–2 Office Project – Opening Day Intersection Operations	53
Table 13–3 Office Project – Long-Term Intersection Operations	54
Table 13–4 Office Project – Opening Day Street Segment Operations.....	55
Table 13–5 Office Project – Long-Term Street Segment Operations.....	56
Table 13–6 Significantly Impacted Locations Proposed Project vs. Entitled Office Development	57
Table 15–1 Cumulative Intersection Impacts Mitigation Measures & Post-Mitigation Operations.....	61

TRAFFIC IMPACT ANALYSIS
PALOMAR COMMUNITY COLLEGE DISTRICT
SOUTH EDUCATION CENTER

San Diego, California
June 2016

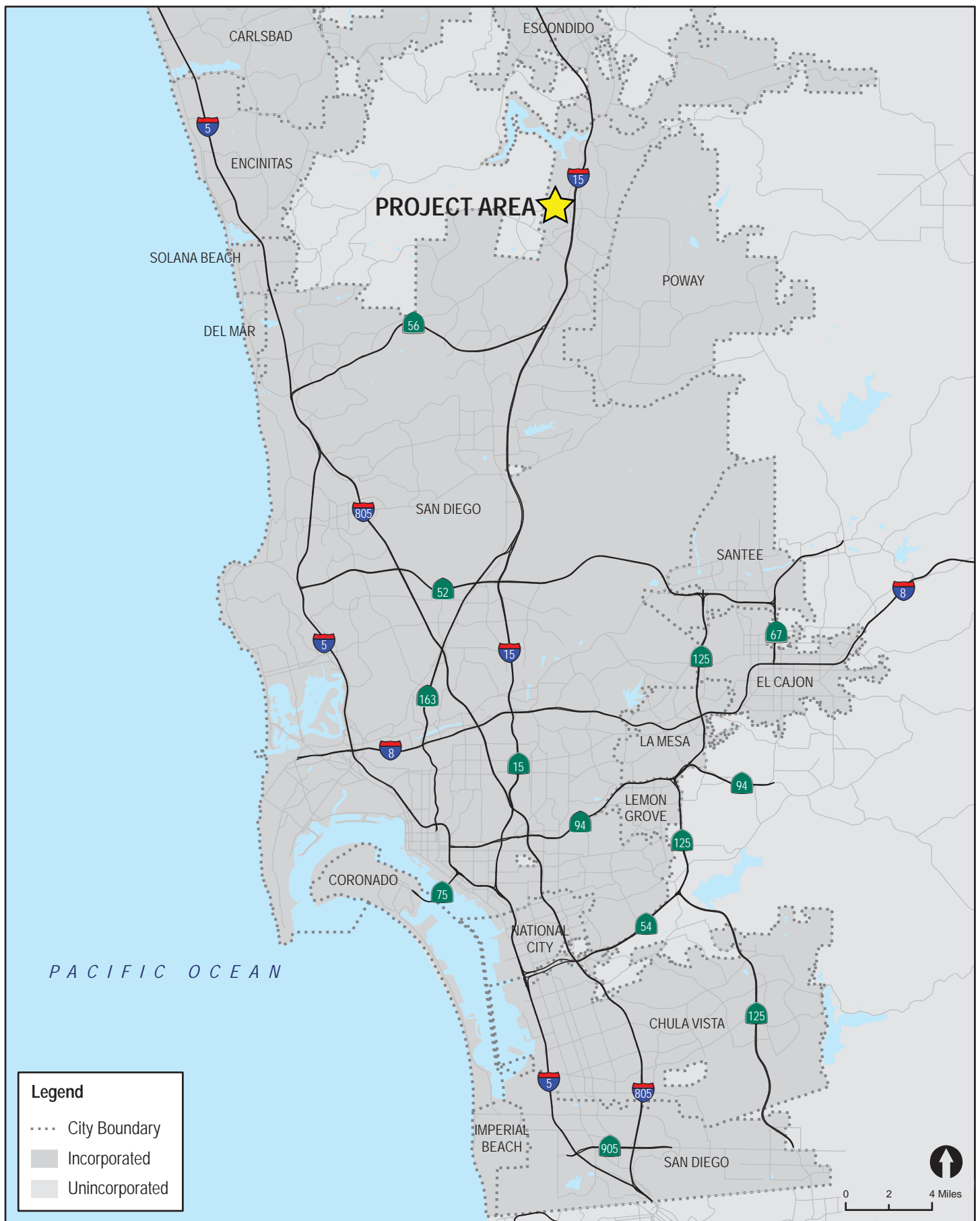
1.0 INTRODUCTION

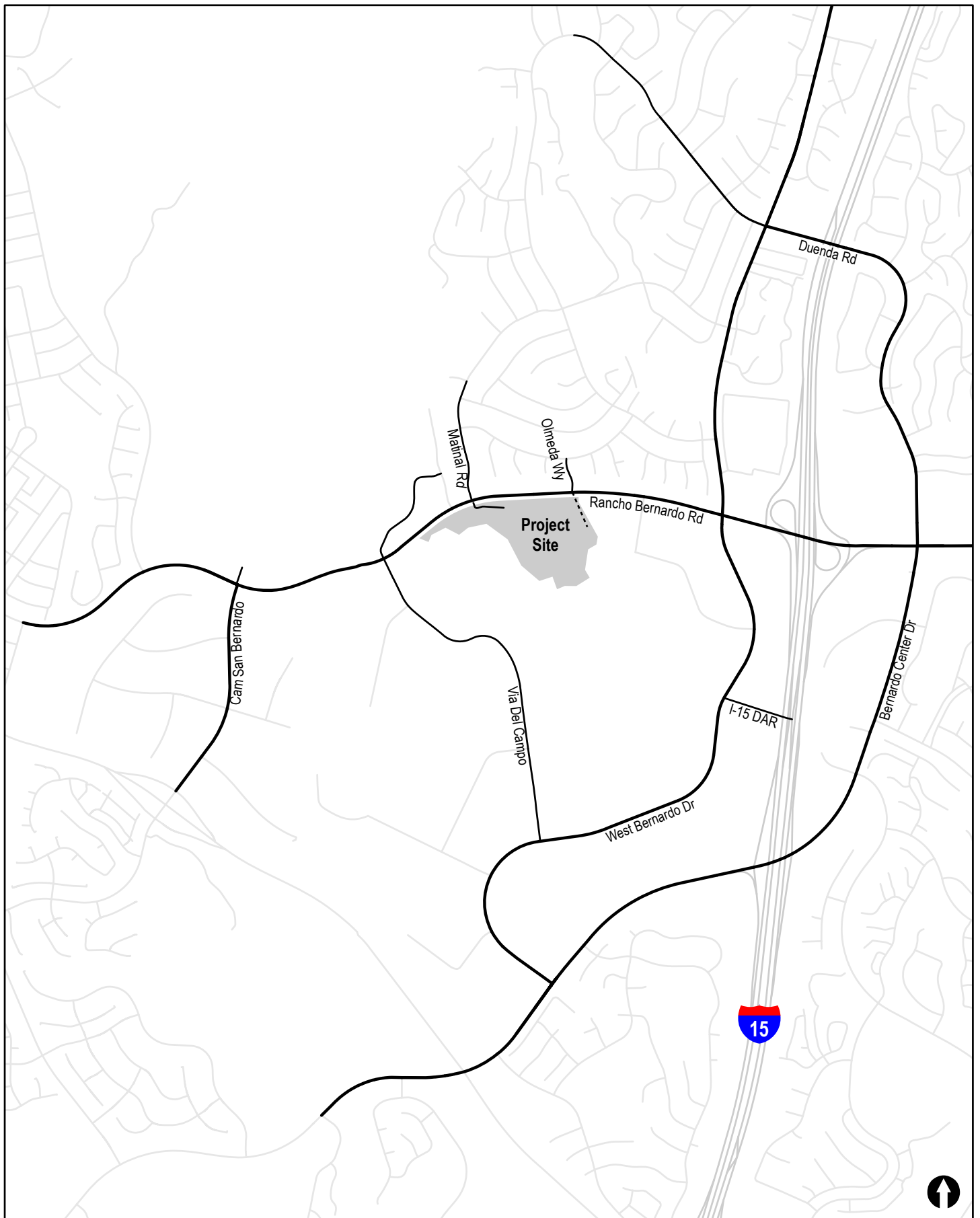
The following traffic study has been prepared to determine and evaluate the traffic impacts on the local circulation system due to the development of the Palomar Community College District South Education Center (proposed “Project”) in the Community of Rancho Bernardo, west of Interstate 15 in the City of San Diego. The purpose of this study is to assess the potential impacts to the local circulation system as a result of the Project.

Included in this traffic study are the following:

- Project Description
- Existing Conditions Discussion
- Analysis Approach, Study Area & Methodology
- Significance Criteria
- Analysis of Existing Conditions
- Trip Generation, Distribution & Assignment
- Analysis of Near-Term Scenarios
- Analysis of Long-Term Scenarios
- Access Assessment
- Approved Office Entitlement Analysis
- Transportation Demand Management Plan
- Significance of Impacts & Mitigation Measures

Figure 1–1 shows the vicinity map. *Figure 1–2* shows a more detailed Project area map.





2.0 PROJECT DESCRIPTION

2.1 Project Location

The Project is located at 11111 Rancho Bernardo Road on a 27-acre site approximately 0.8 miles west of Interstate 15 (I-15) on the southeast corner of the Rancho Bernardo Road/Matinal Road intersection within the Community of Rancho Bernardo in the City of San Diego. The site is currently occupied by the Bernardo Terrace Office Complex which consists of an 110,000 SF vacant office building accompanied by a separate four-story parking structure.

See previous *Figures 1–1* and *1–2* for the Project location.

2.2 Project Description

The South Education Center will be the second of two new centers within the District. It has been strategically located in the southern range of the District (Rancho Bernardo vicinity). The South Education Center will target an underserved population within the District. Because of its proximity to the southern and western boundaries of the District, it is also projected to attract out-of-district students from both the Mira Costa and San Diego Districts.

The proposed Project would convert the existing four-story, 110,000-square-foot building into a comprehensive community college education center; make improvements to the existing parking structure; construct an approximately 1,238 foot-long looped road connecting the existing parking lot to the existing parking structure; construct drainage improvements; and install walkways, hardscape areas, and landscaping.

The District plans their facilities using the full-time equivalent student (FTES) projections for an academic year. The academic year represents the Fall, Spring and Summer semesters combined. At Opening Day, the District anticipates a total of 1,000 annual FTES. Based on information provided by the District, this equates to a total of 2,812 enrolled students during the Fall semester. The maximum enrollment anticipated by the District by Year 2035 is projected at 2,000 annual FTES which amounts to a Fall semester enrollment of 5,625 students.

2.3 Project Access

Access to the project site is proposed via an existing ascending access road extending southeast from the existing Rancho Bernardo Road/Matinal Road four-way signalized intersection. A detailed discussion on Project access is included in *Section 11.0* of this report.

Figure 2–1 depicts the conceptual site plan.



3.0 EXISTING CONDITIONS

3.1 Study Area

The study area was based on the criteria identified in the City of San Diego *Traffic Impact Study Manual*, July 1998. Based on these criteria, the traffic study shall evaluate “all adjacent intersections plus the first major signalized intersection in each direction of the site.” In addition, the study area must include “all regionally significant arterial system segments and intersections, including mainline freeway locations, and on/off ramp intersections, where the project will add 50 or more peak hour trips in either direction to the adjacent street traffic.” Using the aforementioned criteria, the Project study area includes the following locations:

Intersections

1. Rancho Bernardo Road / Camino San Bernardo (*signalized*)
2. Rancho Bernardo Road / Via Del Campo (*signalized*)
3. Rancho Bernardo Road / Matinal Road (*signalized*)
4. Rancho Bernardo Road / West Bernardo Drive (*signalized*)
5. Rancho Bernardo Road / I-15 Southbound Ramps (*signalized*)
6. Rancho Bernardo Road / I-15 Northbound Ramps (*signalized*)
7. Rancho Bernardo Road / Bernardo Center Drive (*signalized*)
8. West Bernardo Drive / Duenda Road (*signalized*)
9. West Bernardo Drive / Via Del Campo (*signalized*)
10. West Bernardo Drive / Bernardo Center Drive (*signalized*)

Segments

Rancho Bernardo Road

1. Camino San Bernardo to Via Del Campo
2. Via Del Campo to Olmeda Way
3. Olmeda Way to West Bernardo Drive
4. West Bernardo Drive to the I-15 Southbound Ramps
5. I-15 Northbound Ramps to Bernardo Center Drive
6. Bernardo Center Drive to Bernardo Oaks Drive

West Bernardo Drive

7. Duenda Road to Rancho Bernardo Road
8. Via Del Campo to Bernardo Center Drive

Via Del Campo

9. Rancho Bernardo Road to West Bernardo Drive

Freeway Mainline segments

Interstate 15

1. North of Rancho Bernardo Road
2. South of Rancho Bernardo Road

Ramp Meter Locations

Interstate 15

1. Eastbound Rancho Bernardo Road to Southbound I-15
2. Eastbound Rancho Bernardo Road to Northbound I-15

3.2 Existing Street System

The following provides a brief description of the street system in the Project area. **Figure 3–1** illustrates existing conditions in terms of traffic lanes and intersection controls.

Interstate 15 (I-15) is constructed as a multi-lane freeway including four grade-separated high-occupancy vehicle (HOV) managed lanes. These “Express Lanes” traverse I-15 from State Route (SR) 163 to State Route 78. Concrete barriers separate the Express Lanes from the mainline traffic between SR 163 to Via Rancho Parkway. Double yellow lines separate the Express Lanes from the mainline lanes between Via Rancho Parkway and SR 78. The travel lanes are generally 12 feet in width and the shoulder is generally 10 to 12 feet in width a posted speed limit of 65 miles per hour (mph). A Direct Access Ramp (DAR) is located at the Rancho Bernardo Transit Station within close proximity to the proposed Project. These ramps allow for immediate access to the Express Lanes eliminating the need to travel over multiple lanes of traffic to enter and exit the Express Lanes. According to Caltrans, mainline lanes provide a carrying capacity of 2,000 passenger cars per hour per lane (pc/hr/ln), auxiliary lanes provide for 1,600 pc/hr/ln and HOV lanes provide for a capacity of 1,200 pc/hr/ln.

Rancho Bernardo Road is classified on the *Rancho Bernardo Community Plan* and currently built as a Four-Lane Major Street with an LOS E capacity of 40,000 ADT from the City of San Diego limits east of Via Del Campo to West Bernardo Drive. From West Bernardo Drive to Bernardo Center Drive it is classified as a Six-Lane Major Street. With a speed limit of 50 mph, a curb-to-curb width of approximately 108 feet, a 20-foot landscaped median and no on-street parking permitted, this segment functions as a Primary Arterial with an LOS E capacity of 60,000 ADT.

Via Del Campo is classified and currently built as a Three-Lane Collector with an LOS E capacity of 15,000 ADT on the *Rancho Bernardo Community Plan*. The “third lane” on Via Del Campo is represented by a TWLTL median. The posted speed limit on Via Del Campo is 35 mph with curbside parking generally permitted along some sections of the roadway.

Matinal Road is classified and currently built as a Two-Lane Collector with an LOS E capacity of 8,000 ADT on the *Rancho Bernardo Community Plan*. Curbside parking is permitted along both sides of the roadway. The posted speed limit is 25 mph.

West Bernardo Drive is classified as a Four-Lane Major Street on the *Rancho Bernardo Community Plan*. West Bernardo Drive is currently constructed as a four-lane roadway divided by a TWLTL with an LOS E capacity of 30,000 ADT. Curbside parking is prohibited and Class II bike lanes are provided along both sides of the roadway from Matinal Road continuing south within the study area. The posted speed limit on West Bernardo Drive is 40 mph.

3.3 Existing Bicycle Network

Based on field observations, there are Class II bike lanes provided along Rancho Bernardo Road from West Bernardo Drive continuing west within the study area, on West Bernardo Drive north and south of Rancho Bernardo Road, on Bernardo Center Drive from West Bernardo Drive to Rancho Bernardo Road and from the I-15 freeway ramps to Camino Del Norte.

Additionally, a Class III bike route extends to the east on Rancho Bernardo Road.

3.4 Existing Transit Conditions

Based on the most recent information on the San Diego Metropolitan Transit System (MTS) website, the following transit conditions are noted.

The Rancho Bernardo Transit Station is located on West Bernardo Drive at the I-15 Direct Access Ramps (DAR) to the I-15 Managed Lanes. The DAR provides immediate access to the I-15 Express Lanes for MTS Express Bus Service, carpools and vanpools, permitted clean air vehicles, and solo drivers using a FasTrak[®] account.

The Rancho Bernardo Transit Station is served by MTS Rapid Bus Route 237 (Rancho Bernardo to UC San Diego) Monday through Friday with 15-30 minute headways between 5:27 AM to 7:54 PM, Express Bus Route 270 (Rancho Bernardo to Sorrento Mesa) Monday through Friday with one-hour headways between 6:55 AM and 9:14 AM and 5:00 PM to 7:20 PM, and Rapid Express I-15 Service Route 290 (Rancho Bernardo/Sabre Springs to Downtown) Monday through Friday from 5:15 AM to 6:40 PM with 15-30 minute headways.

Bus Route 20 (Downtown to Rancho Bernardo) provides weekday service between 4:55 AM to 11:26 PM with 15 minute headways and Saturday/Sunday service between 5:40 AM to 9:17 PM with 30-minute headways Saturday and one-hour headways Sunday.

Current local bus transit service is provided in the Rancho Bernardo Community via Route 945 (Rancho Bernardo to Old Poway Park) which has a transit stop just over ½ mile from the Project site at the Rancho Bernardo Road/West Bernardo Drive intersection in addition to the Rancho Bernardo Transit Station. This route primarily travels along Pomerado Road connecting the Rancho Bernardo, Carmel Mountain, Sabre Springs, and City of Poway communities. Stops at the Rancho Bernardo Transit Station occur roughly every 30 minutes from 5:55 AM to 7:15 PM during the week and approximately every 45 minutes between 6:42 AM to 6:30 PM on Saturdays. No service is provided on Sundays.

Transfer service is available from the Rancho Bernardo Transit Center to additional transit routes serving the greater San Diego area.

3.5 Existing Pedestrian Conditions

Based on field observations within the study area, the following pedestrian conditions are noted:

Rancho Bernardo Road: Contiguous sidewalks are provided along the north and south sides of Rancho Bernardo Road. Approximately 100 feet west of Matinal Road, the paved sidewalk on the south side of the roadway terminates for a distance of approximately 650 feet. The paved sidewalk commences at the office building driveway with Rancho Bernardo Road about 450 feet from the Via Del Campo intersection. The signalized intersections along Rancho Bernardo Road within the study area provide controlled pedestrian crosswalks.

Camino San Bernardo: Contiguous sidewalks are provided along the east and west sides of Camino San Bernardo. The signalized intersections along Camino San Bernardo within the study area provide controlled pedestrian crosswalks.

Via Del Campo: Contiguous sidewalks are provided along the east and west sides of Via Del Campo. The signalized intersections along Camino San Bernardo within the study area provide controlled pedestrian crosswalks.

Matinal Road and Olmeda Way: Contiguous sidewalks are provided along both sides of these roadways. Curb cuts are provided along the sidewalks for residential driveways.

West Bernardo Drive: Contiguous sidewalks are provided along the east and west sides of West Bernardo Drive. South of the I-15 Transit Station intersection, the west side of the sidewalk terminates for approximately ½ mile. At an approximate distance of 450 feet from the Bernardo Center Drive intersection, the sidewalk terminates on the east side of the roadway. The signalized intersections along West Bernardo Drive within the study area provide controlled pedestrian crosswalks.

Bernardo Center Drive: Contiguous sidewalks are provided along the east and west sides of Bernardo Center Drive. The paved sidewalk on the north side of the roadway ends approximately 200 feet from the West Bernardo Drive intersection. The signalized intersections along West Bernardo Drive within the study area provide controlled pedestrian crosswalks.

Duenda Road: Contiguous sidewalks are provided along the north and south sides of Duenda Road. Curb cuts are provided along the sidewalks for residential driveways.

3.6 Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes were collected at key area intersections to capture peak commuter activity. Intersections counts were conducted on Tuesday May 19, 2015 while schools were in session.

LLG also commissioned 24-hour street segment counts on Tuesday May 19, 2015 and Tuesday June 9, 2015 while schools were in session. *Table 3–1* shows the existing street segment Average Daily Traffic (ADT) volumes in the Project area. *Figure 3–2* shows the existing AM/PM peak hour

turning movements and ADTs. *Appendix A* contains the peak hour intersection and daily segment count sheets.

Peak hour and daily freeway volumes were taken from the most recent Caltrans Performance Measurement System (PeMS) data. The PeMS software distributes real-time peak hour and average daily traffic volumes and provides a graphical representation of volumes at each PeMS station location. Average daily freeway volumes and peak hour freeway volumes were from May 19, 2015 (the same day as manual traffic data collection at study area intersections and street segments). All study area locations indicated the correct lane configuration and provided data for mainline lanes, managed lanes (high-occupancy vehicles), and auxiliary lanes.

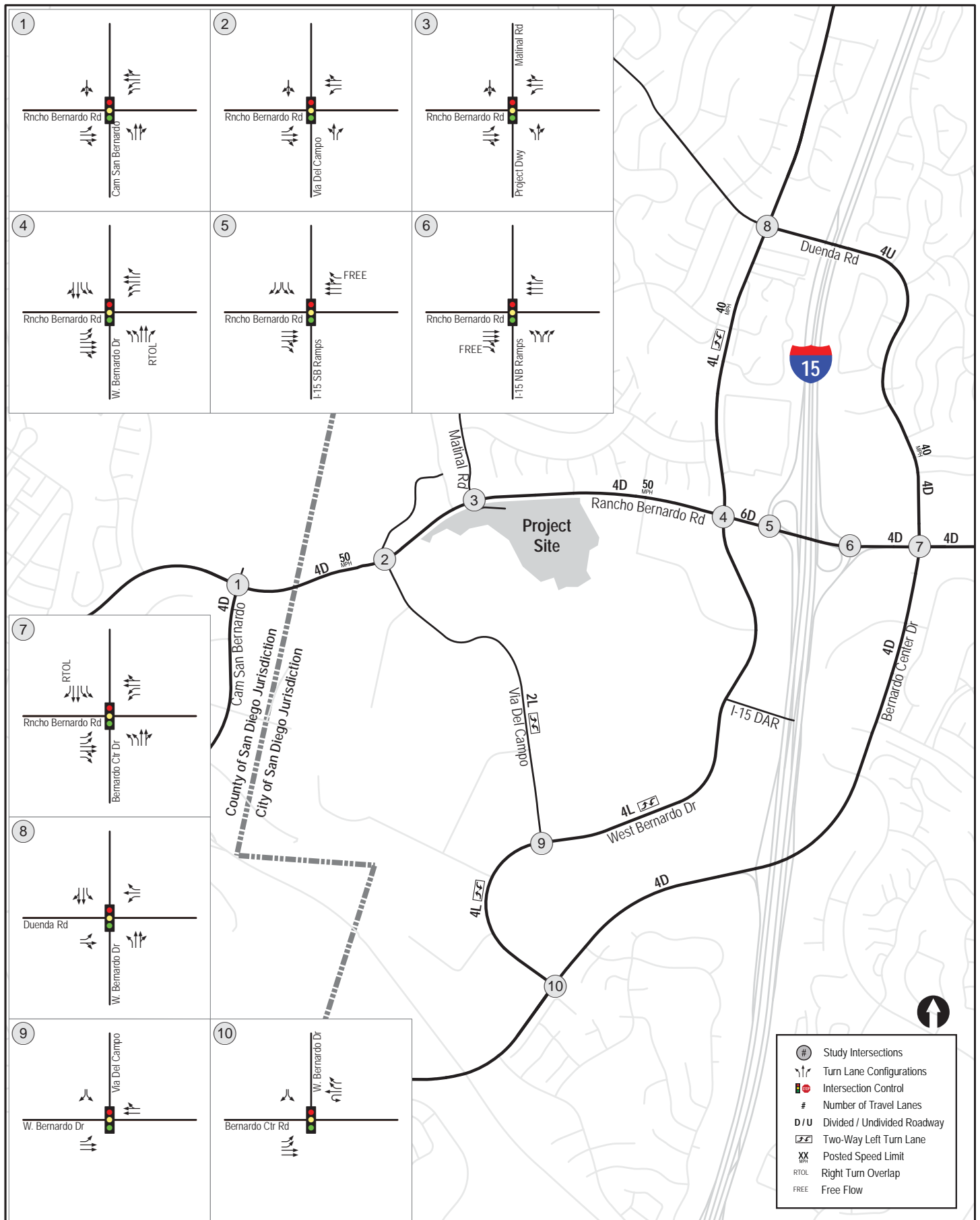
Table 3-1 is a summary for the I-15 freeway mainline available average daily traffic volumes (ADTs). *Appendix A* contains the freeway mainline and on-ramp traffic data.

**TABLE 3-1
EXISTING TRAFFIC VOLUMES**

Street Segments	ADT ^a
Rancho Bernardo Road	
1. Camino San Bernardo to Via Del Campo	26,840
2. Via Del Campo to Matinal Road	27,710
3. Matinal Road to W. Bernardo Drive	27,850
4. W. Bernardo Drive to I-15 SB Ramps	46,260
5. I-15 NB Ramps to Bernardo Center Drive	35,790
6. Bernardo Center Drive to Bernardo Oaks Drive	27,230
West Bernardo Drive	
7. Duenda Road to Rancho Bernardo Road	14,820
8. Via Del Campo to Bernardo Center Drive	13,200
Via Del Campo	
9. Rancho Bernardo Road to West Bernardo Drive	4,880
Freeway Segments	ADT ^b
1. North of Rancho Bernardo Road	209,200
2. South of Rancho Bernardo Road	217,400

Footnotes:

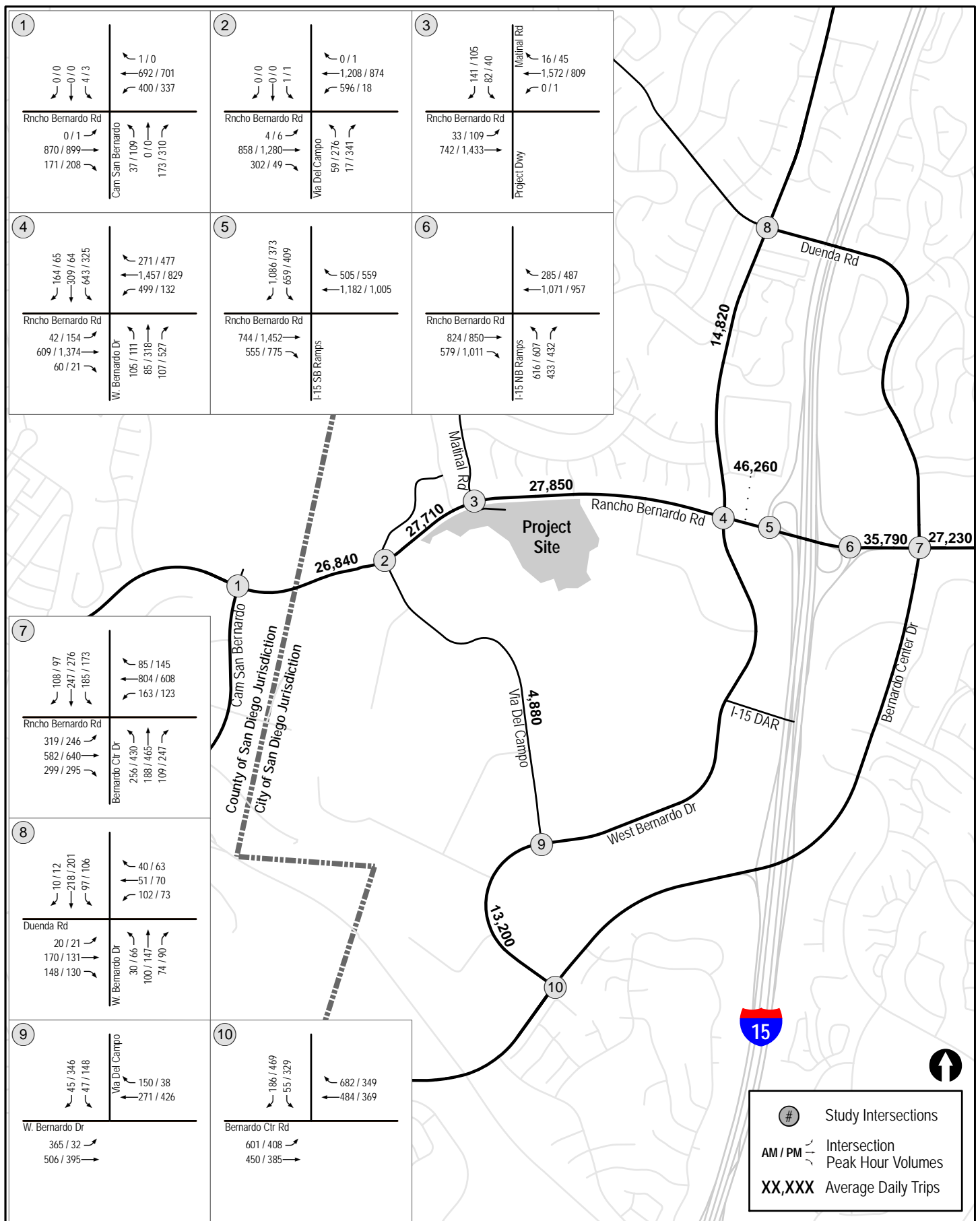
- a. Average Daily Traffic Volumes. Data collected by LLG, Engineers in May and June 2015 while schools were in session.
- b. Caltrans ADT taken from May 19, 2015 PeMS data, rounded to the nearest tenth.



N:\2464\Figures\Mar 2016
Date: 03/24/16

Figure 3-1

Existing Conditions Diagram



N:\2464\Figures\Mar 2016
Date: 03/24/16

Figure 3-2

Existing Traffic Volumes

4.0 ANALYSIS APPROACH AND METHODOLOGY

4.1 Analysis Approach

The Project site is currently developed with an existing 110,000 SF office building. The office building has never been occupied and is therefore not generating traffic. As previously stated, the maximum number of enrolled students which could be accommodated by the education center by Year 2035 would be 5,625 students in Fall semester. It is planned, however, for only 2,812 students to enroll in course offerings at Opening Day. Therefore, this report analyzes the traffic conditions at Opening Day (Year 2018) with 2,812 enrolled students and at maximum enrollment (Year 2035) with 5,625 enrolled students.

4.2 Methodology

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Level of service designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

4.2.1 Intersections

Signalized intersections were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Chapter 18 of the *2010 Highway Capacity Manual (HCM)*, with the assistance of the *Synchro* (version 9) computer software. The delay values (represented in seconds) were qualified with a corresponding intersection Level of Service (LOS).

4.2.2 Street Segments

Street segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the City of San Diego's and County of San Diego's *Roadway Classification, Level of Service, and ADT Table*. These tables provide segment capacities for different street classifications, based on traffic volumes and roadway characteristics. The roadway classification tables are attached in **Appendix B**.

4.2.3 Freeway Segments

Freeway segments were analyzed during the AM and PM peak hours based on the methodologies as outlined in the SANTEC/ITE Guidelines developed by Caltrans. The freeway segments LOS is based on a Volume to Capacity (V/C) method. Page 5 of Caltrans' *Guide for the Preparation of Traffic Impact Studies*, December 2002 documents a maximum service flow rate of 2,350 passenger cars per hour per lane (pcphpl). However, the standard of practice per Caltrans is to utilize a rate of 2,000 pcphpl for mainline lanes, 1,500 pcphpl for auxiliary lanes, and 1,600 pcphpl for HOV lanes. Counts were taken from the Caltrans Performance Measurement System (PeMS) on the date of May 19, 2015, the same date for which manual street segment and intersection counts were collected. High-occupancy vehicle (HOV) lanes were excluded from the collected traffic volumes and freeway

capacity since these lanes operate at a relatively constant flow and not part of the mainline flow of freeway traffic. The freeway LOS operations are summarized below in *Table 4-1*.

**TABLE 4-1
CALTRANS DISTRICT 11
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS**

LOS	V/C	Congestion/Delay	Traffic Description
USED FOR FREEWAYS, EXPRESSWAYS AND CONVENTIONAL HIGHWAYS			
A	<0.41	None	Free flow
B	0.42-0.62	None	Free to stable flow, light to moderate volumes.
C	0.63-0.80	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted
D	0.81-0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
E	0.93-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
USED FOR FREEWAYS AND EXPRESSWAYS			
F(0)	1.01-1.25	Considerable: 0-1 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go.
F(1)	1.26-1.35	Severe 1-2 hour delay	Very heavy congestion, very long queues.
F(2)	1.36-1.45	Very Severe: 2-3 hour delay	Extremely heavy congestion, longer queues, more numerous breakdown points, longer stop periods.
F(3)	>1.46	Extremely Severe: 3+ hours of delay	Gridlock

4.2.4 Freeway Ramp Meters

Ramp delays and queues were calculated using, a calculated delay and queue methodology. High occupancy vehicle (HOV) counts were available via the PeMS website and were included in the analysis. The one hour peak period selected from PeMS data represents the peak hour for traffic on the freeway ramps and may differ from the peak hour volume calculated for the entire intersection.

The calculated delay and queue approach is based solely on the specific time intervals at which the ramp meter is programmed to release traffic entering the freeway. The calculated delay and queue approach generally tends to produce unrealistic queue lengths and delays. The results are theoretical and based on the most restrictive (rate code F) ramp meter rate. Furthermore, the fixed rate approach does not take into account driver behavior and trip diversion due to high ramp meter delays.

5.0 SIGNIFICANCE CRITERIA

According to the City of San Diego's *Significance Determination Thresholds* report dated January 2007, a project is considered to have a significant impact if the new project traffic has decreased the operations of surrounding roadways by a City defined threshold. For projects deemed complete on or after January 1, 2011, the City defined threshold by roadway type or intersection is shown in *Table 5-1*.

The impact is designated either a "direct" or "cumulative" impact. According to the City's *Significance Determination Thresholds* report,

"Direct traffic impacts are those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (near term)."

"Cumulative traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project and when additional proposed developments in the area become operational (short-term cumulative) or when affected community plan area reaches full planned Year 2035 (long-term cumulative)."

"It is possible that a project's near term (direct) impacts may be reduced in the long term, as future projects develop and provide additional roadway improvements (for instance, through implementation of traffic phasing plans). In such a case, the project may have direct impacts but not contribute considerably to a cumulative impact."

"For intersections and roadway segments affected by a project, LOS D or better is considered acceptable under both direct and cumulative conditions."

If the project exceeds the thresholds in *Table 5-1*, then the project may be considered to have a significant "direct" or "cumulative" project impact. A significant impact can also occur if a project causes the LOS to degrade from D to E, even if the allowable increases in *Table 5-1* are not exceeded. A feasible mitigation measure will need to be identified to return the impact within the City thresholds, or the impact will be considered significant and unmitigated.

Caltrans currently does not have significance criteria for ramp meter analyses. Therefore, analyses performed at these locations are technically informational at best. However, the City of San Diego has indicated that an impact to a ramp meter is a factor of the mainline operations. When Project traffic results in an increase in the delay at a ramp meter greater than 2.0 minutes for LOS E operating freeway mainline segments and greater than 1.0 minute for LOS F operating freeway mainline segments, a significant ramp meter impact is identified.

It should be noted that the segment of Rancho Bernardo Road between Camino San Bernardo and Via Del Campo is located in both the City of San Diego and County of San Diego. The traffic count data collected along this roadway was located within the City's jurisdiction. Therefore, the City of San Diego significance criteria was applied since the portion of the roadway closest to the Project is within City Limits and the Project is located within the City of San Diego.

**TABLE 5-1
CITY OF SAN DIEGO
TRAFFIC IMPACT SIGNIFICANT THRESHOLDS**

Level of Service with Project ^b	Allowable Increase Due to Project Impacts ^a					
	Freeways		Roadway Segments		Intersections	Ramp Metering ^c
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)	Delay (min.)
E	0.010	1.0	0.02	1.0	2.0	2.0
F	0.005	0.5	0.01	0.5	1.0	1.0

Footnotes:

- a. If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project becomes unacceptable (see note b), or if the project adds a significant amount of peak-hour trips to cause any traffic queues to exceed on- or off-ramp storage capacities, the project applicant shall be responsible for mitigating the project's direct significant and/or cumulatively considerable traffic impacts.
- b. All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.
- c. The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS E is 2 minutes. The allowable increase in delay at a ramp meter with more than 15 minutes delay and freeway LOS F is 1 minute.

General Notes:

1. Delay = Average control delay per vehicle measured in seconds for intersections or minutes for ramp meters
2. LOS = Level of Service
3. V/C = Volume to Capacity ratio
4. Speed = Arterial speed measured in miles per hour

6.0 ANALYSIS OF EXISTING CONDITIONS

The following section presents the analysis of existing study area locations.

6.1 Peak Hour Intersection Operations

Table 6–1 summarizes the existing intersections LOS. As seen in *Table 6–1*, all intersections are calculated to currently operate at LOS D or better.

Appendix C contains the existing intersection analysis worksheets.

6.2 Daily Street Segment Operations

Table 6–2 summarizes the existing roadway segment operations. As seen in *Table 6–2*, the study area segments are calculated to currently operate at LOS D or better except for the following:

- Street Segment #5. Rancho Bernardo Road between the I-15 Northbound Ramps and Bernardo Center Drive – LOS E

6.3 Freeway Mainline Operations

Table 6–3 summarizes the existing freeway mainline operations on I-15. As seen in *Table 6–3*, the northbound and southbound segments of I-15 north and south of Rancho Bernardo Road currently operate at an acceptable LOS D or better during both the AM and PM peak hours except for the segment on I-15 south of Rancho Bernardo Road in the southbound direction which is calculated to operate at LOS E in the AM peak hour.

6.4 Freeway Ramp Meter Operations

Table 6–4 summarizes the operations of the on-ramp meters. As seen in *Table 6–4*, the metered operations of the I-15 on-ramps are calculated to currently operate with zero (0) minutes of delay during the AM peak hour and 8.3 minutes of delay during the PM peak hour.

TABLE 6-1
EXISTING INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing	
			Delay ^a	LOS ^b
1. Rancho Bernardo Road/ Camino San Bernardo	Signal	AM PM	17.1 21.8	B C
2. Rancho Bernardo Road/ Via Del Campo	Signal	AM PM	33.6 21.2	C C
3. Rancho Bernardo Road/ Matinal Road	Signal	AM PM	17.6 11.9	B B
4. Rancho Bernardo Road/ W. Bernardo Drive	Signal	AM PM	37.8 38.1	D D
5. Rancho Bernardo Road/ I-15 SB Ramps	Signal	AM PM	28.7 15.6	C B
6. Rancho Bernardo Road/ I-15 NB Ramps	Signal	AM PM	21.1 21.0	C C
7. Rancho Bernardo Road/ Bernardo Center Drive	Signal	AM PM	29.3 34.1	C C
8. W. Bernardo Drive/ Duenda Road	Signal	AM PM	20.9 21.3	C C
9. W. Bernardo Drive/ Via Del Campo	Signal	AM PM	15.7 19.0	B B
10. W. Bernardo Drive/ Bernardo Center Drive	Signal	AM PM	15.5 17.0	B B

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.

General Notes:

1. **Bold** typeface indicates less than acceptable LOS.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 6-2
EXISTING DAILY STREET SEGMENT OPERATIONS

Street Segment	Functional Classification	Capacity (LOS E) ^a	ADT ^b	LOS ^c	V/C ^d
Rancho Bernardo Road					
1. Camino San Bernardo to Via Del Campo	4-lane Major Road	40,000	26,840	C	0.671
2. Via Del Campo to Matinal Road	4-lane Major Road	40,000	27,710	C	0.693
3. Matinal Road to West Bernardo Drive	4-lane Major Road	40,000	27,850	C	0.696
4. West Bernardo Drive to I-15 SB Ramps ^e	6-lane Primary Arterial	60,000	46,260	C	0.771
5. I-15 NB Ramps to Bernardo Center Drive	4-lane Major Road	40,000	35,790	E	0.895
6. Bernardo Center Drive to Bernardo Oaks Drive	4-lane Major Road	40,000	27,230	C	0.681
West Bernardo Drive					
7. Duenda Road to Rancho Bernardo Road	4-lane Collector w/ TWLTL	30,000	14,820	C	0.494
8. Via Del Campo to Bernardo Center Drive	4-lane Collector w/ TWLTL	30,000	13,200	B	0.440
Via Del Campo					
9. Rancho Bernardo Road to West Bernardo Drive ^f	3-lane Collector	15,000	4,880	A	0.325

Footnotes:

- a. Capacities based on City of San Diego Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service.
- d. Volume to Capacity.
- e. With a speed limit of 50 mph, a curb-to-curb width of approximately 108 feet, a 20-foot landscaped median and no on-street parking, the characteristics of this segment functions as a Primary Arterial with an LOS E capacity of 60,000 ADT.
- f. Roadway consists of two travel lanes with a two-way center turn lane. Rancho Bernardo Community Plan 3-Lane Collector equivalent to 2-Lane Collector with TWLTL (third lane).

General Notes:

1. TWLTL = Two-way left-turn lane.

**TABLE 6-3
EXISTING FREEWAY MAINLINE OPERATIONS**

Freeway Segment	Dir.	# of Lanes	Hourly Capacity ^a	Volume ^b	Peak Hour Volume ^c		V/C ^d		LOS ^e	
					AM	PM	AM	PM	AM	PM
Interstate 15										
1. North of Rancho Bernardo Road	NB	5M+2ML	10,000	209,200	5,406	8,874	0.541	0.887	B	D
	SB	5M+2ML+1A	11,500		9,461	6,681	0.823	0.581	D	B
2. South of Rancho Bernardo Road	NB	5M+2ML+1A	11,500	217,400	6,211	9,136	0.540	0.794	B	C
	SB	5M+2ML	10,000		9,352	6,965	0.935	0.697	E	C

Footnotes:

- Capacity calculated at 2000 passenger cars per hour (vph) per lane (pcphpl) for mainline and 1,500 pcphpl for auxiliary lanes per *Caltrans Guide for the Preparation of Traffic Impact Studies, Dec 2002*. Managed Lanes (ML) excluded from the mainline analysis.
- Existing ADT volumes taken from most recent May 19, 2015 PeMS traffic volumes
- Peak hour volumes taken from most recent May 19, 2015 PeMS traffic volumes.
- V/C = (Peak Hour Volume/Hourly Capacity)
- LOS = Level of Service

LOS	V/C
A	<0.41
B	0.62
C	0.80
D	0.92
E	1.00
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

General Notes:

- M = Mainline. Peak hour volumes represent mainline traffic volumes only.
- A = Auxiliary Lanes.
- ML = Managed Lanes consisting of High Occupancy Vehicle Lanes (HOV)

**TABLE 6-4
EXISTING RAMP METER OPERATIONS**

Location	Peak Hour ^a	Peak Hour Demand (D) ^b	Flow (F) ^c	Excess Demand (E) (veh)	Delay (min.)	Queue (ft.) ^d
I-15 / Rancho Bernardo Road Interchange						
1. EB Rancho Bernardo Road to SB I-15 (2 SOV + 1 HOV)	AM	333	600	0	0.0	0
2. EB Rancho Bernardo Road to NB I-15 (1 SOV + 1 HOV)	PM	656	576	80	8.3	2,000

Footnotes:

- Peak hours shown during ramp meter operations.
- Peak hour demand in vehicles/hour/lane per SOV lane only. Volumes taken from PeMS May 19, 2015 data.
- Meter Rates obtained from Caltrans.
- Queue calculated assuming vehicle length of 25 feet.

General Notes:

- SOV = Single-Occupancy Vehicle, HOV = High Occupancy Vehicle

7.0 OPENING DAY CONDITIONS

For purposes of this analysis, it was assumed the Project would be constructed and operational by the Year 2018. This timeframe represents the near-term “Opening Day” baseline conditions. By Opening Day, it would be expected that ambient growth would occur within the study area due to other developments projects. “Cumulative” projects are other projects in the study area that are expected to be constructed and occupied between the date of existing data collection (May 2015) and the time of the Project’s expected Opening Day in Year 2018, thus adding traffic to the local circulation system. LLG consulted with City of San Diego staff to identify relevant, pending cumulative projects in the study area that could be constructed and generating traffic in the Project vicinity. Based on information received from City staff and subsequent research, three (3) cumulative development projects were assumed to be developed and generating traffic prior to the Opening Day condition. The following is a brief description of each of the cumulative projects. *Table 7-1* provides a summary of the cumulative project trip generation summary. *Figure 7-1* depicts the Cumulative Projects Location Map.

7.1 Description of Cumulative Projects

1. The **Sharp Rees-Stealy Medical Office Building** project proposes to relocate the existing 57,400 SF facility at 16950 Via Tazon and expand their operations within a 100,000 SF building at 16899 West Bernardo Drive currently under construction and opening in Year 2017. These two locations are within a short distance of one another and therefore, the travel patterns within the study remain relatively unchanged. Given the existing facility on Via Tazon was fully operational at the time of existing data collection, the net increase in traffic generated by the expansion and relocation of the Sharp Rees-Stealy Medical Office Building project was included in the traffic analysis. Using the City of San Diego trip generation rates for medical office at 50 trips per thousand square feet (KSF), the net traffic generated by this project is 2,130 ADT with 102 AM inbound/ 26 AM outbound peak hour trips and 64 PM inbound/ 149 PM outbound trips.
2. The **Del Sur Shopping Center** is located in the northern end of Black Mountain Ranch, over two miles west of the Project site, and will primarily provide commercial and retail amenities to the residents of Black Mountain Ranch (Del Sur) and 4S Ranch. These types of retail uses generally serve the immediate surrounding residents and thus, do not necessarily add a great amount of new trips to the system. It is anticipated that the shopping center will attract pass-by trips from drivers destined to/from work/home that are already on study area roadways. However, a total of 1,000 ADT and 25 AM inbound/outbound and 25 PM inbound/outbound peak hour trips were assigned to the study area as new trips for inclusion in the traffic analysis.
3. The **Phil’s Barbeque** restaurant is a remodel of the former 7,720 SF Elephant Bar Restaurant. At the time of data collection, the former restaurant had already been closed. Therefore, using the City of San Diego trip generation rates for high turnover

(sit-down) restaurant at 130 trips per KSF, a total of 1,004 ADT with 5 inbound/ 4 outbound AM peak hour trips and 43 inbound/ 18 outbound PM peak hour trips were assigned to the study area for inclusion in the traffic analysis.

**TABLE 7-1
CUMULATIVE DEVELOPMENT PROJECTS SUMMARY**

No.	Name	Project	ADT ^a	AM		PM		Status
				In	Out	In	Out	
1	Sharp Rees-Stealy Medical Office	100 KSF medical office (Net 46 KSF Relocation)	2,130	102	26	64	149	Under Construction
2	Del Sur Shopping Center	Commercial Shopping Center	1,000	25	25	25	25	Under Construction
3	Phil's BBQ	7.7 KSF Restaurant	1,004	40	40	48	32	Under Construction
Total Cumulative Projects			4,134	167	91	137	206	—

Footnotes:

a. Average daily traffic.

7.2 Network Conditions

The segment of Rancho Bernardo Road between the I-15 Northbound Ramps to Bernardo Center Drive is planned to be improved to its Community Plan classification as a Six-Lane Major per the *Rancho Bernardo Public Facilities Financing Plan (PFFP) FY 2013*, Project No. T-6. The widening is fully funded by the Black Mountain Ranch Facilities Benefit Assessment (FBA) with a date of completion anticipated for FY 2016/2017.

The intersection of West Bernardo Drive at Bernardo Center Drive is planned to be improved to provide an additional thru lane on Bernardo Center Drive in the southwesterly direction to ultimately provide two right-turn lanes, two thru lanes, one U-turn lane. This is identified as Project No. T-45 in the *Black Mountain Ranch PFFP FY 2015*. The improvements are fully funded by the Black Mountain Ranch FBA with a date of completion anticipated for FY 2016.

However, the completion date for these projects is contingent on the development progress of Black Mountain Ranch. It was therefore decided to conservatively assume these improvements would not be completed by Opening Day Year 2018, but would be completed by Year 2035.

7.3 Traffic Volumes

Cumulative project traffic was assigned to the street system to arrive at Opening Day conditions. **Figure 7-2** depicts the Cumulative Project only traffic volumes. **Figure 7-3** depicts the Opening Day Without Project traffic volumes.

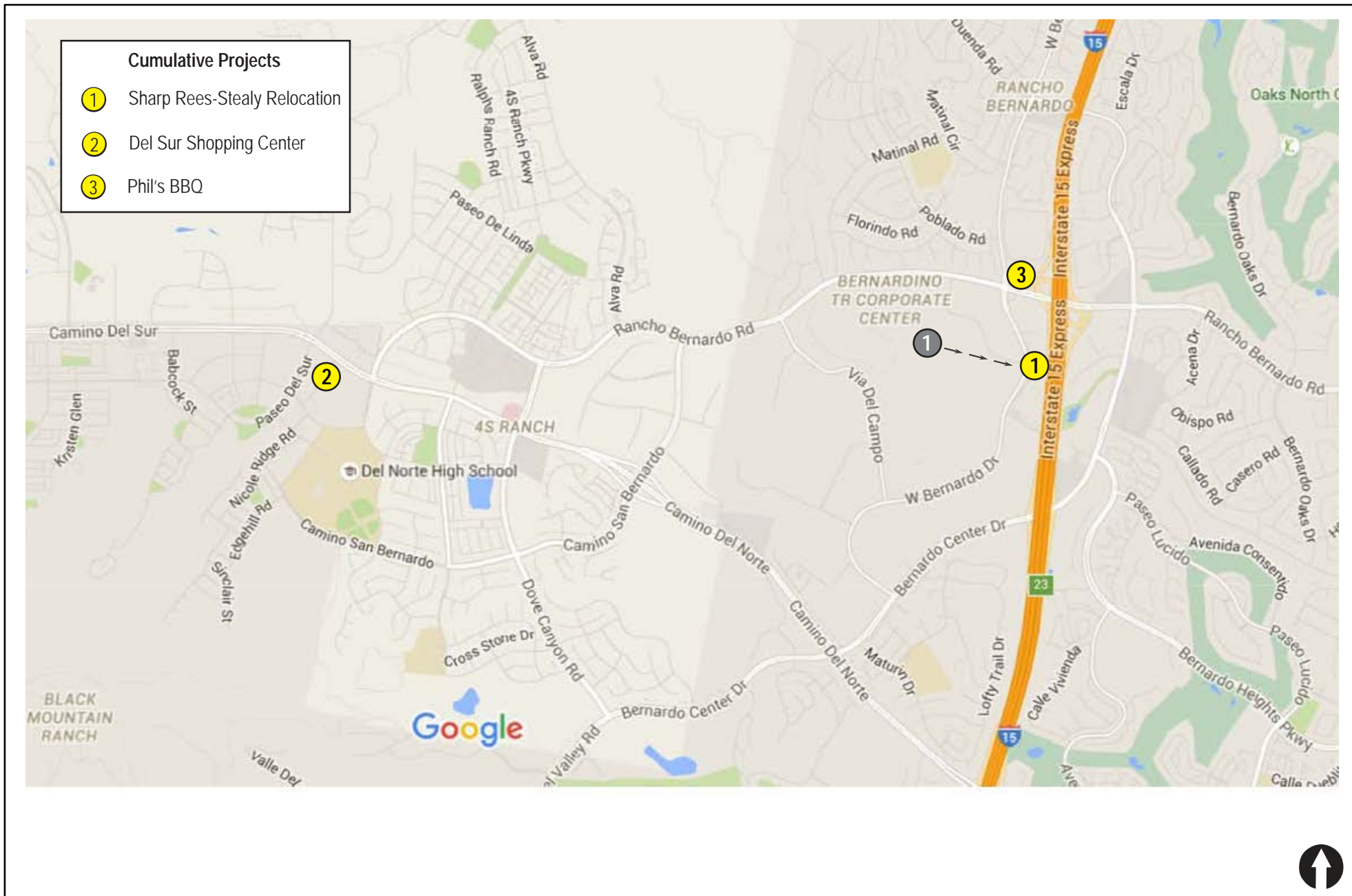
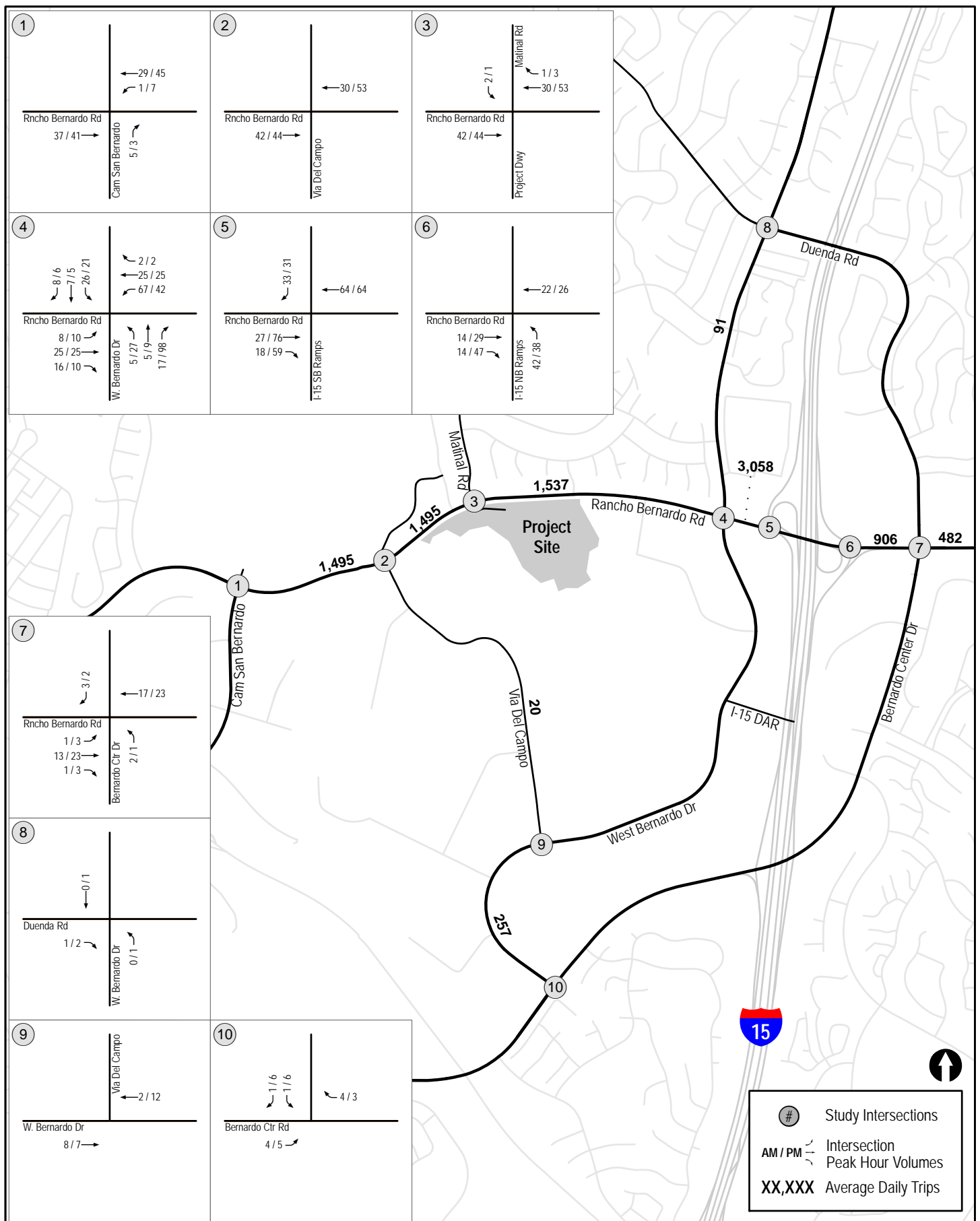


Figure 7-1

Cumulative Projects Location Map

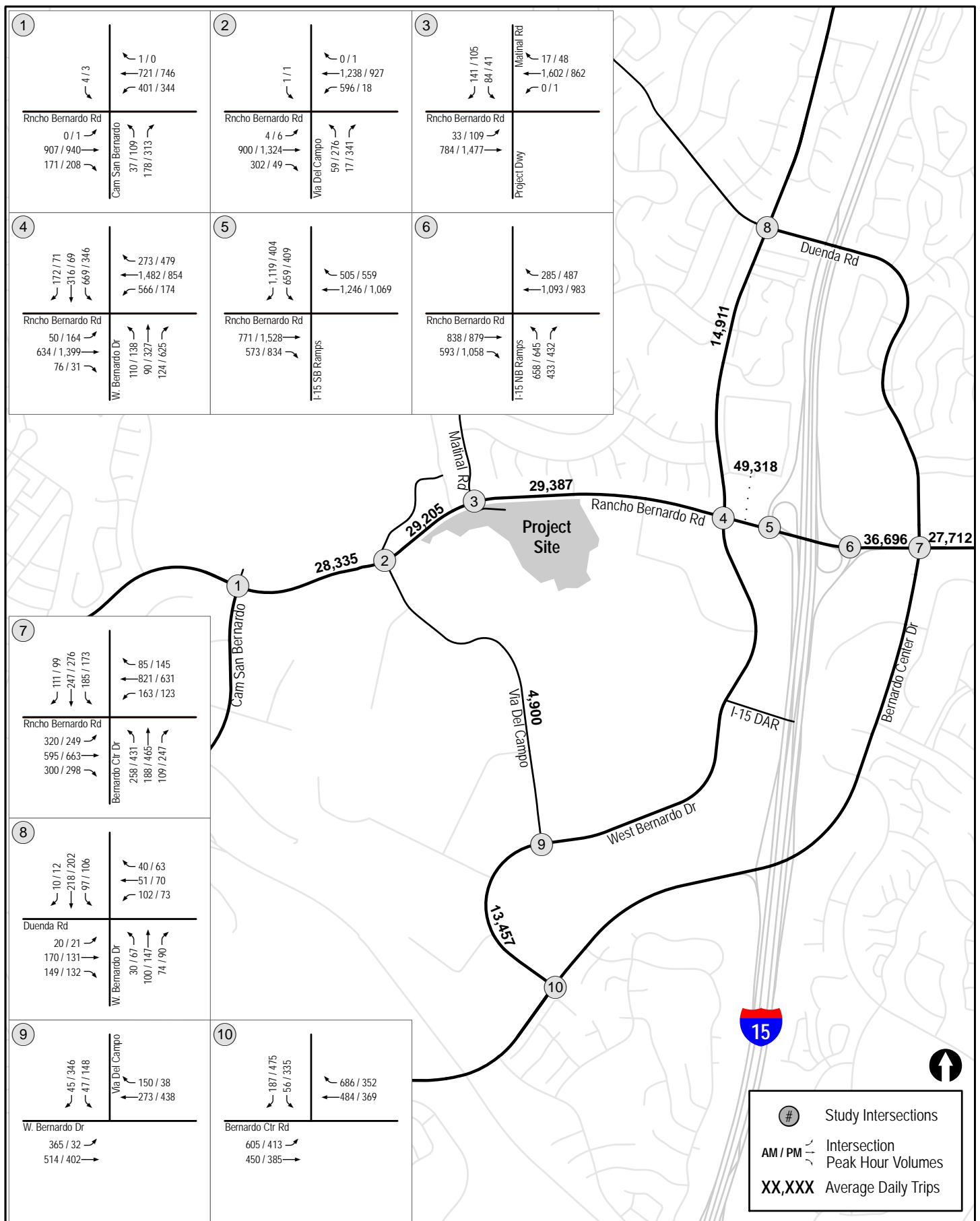
PALOMAR COLLEGE SOUTH EDUCATION CENTER



N:\2464\Figures\Mar 2016
Date: 03/08/16

Figure 7-2

Cumulative Projects Traffic Volumes



N:\2464\Figures\Mar 2016
Date: 03/08/16

Figure 7-3
Opening Day Without Project Traffic Volumes

8.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

8.1 Trip Generation

As discussed in *Section 4.1* of this report, the Project anticipates an enrollment of 2,812 students at Opening Day. At maximum enrollment, the site would be able to accommodate up to 5,625 students by Year 2035. The analysis is therefore phased to analyze the effects on network conditions with the traffic generated by the Opening Day enrollment projections and under maximum enrollment conditions in the Year 2035. Trip Generation

Trip generation rates were researched in the SANDAG trip generation manual for an “education center” land use such as the Project. SANDAG has published rates for “Junior College (2 years)”. However, there are specific differences between a community college campus and education center that would affect the traffic generation rates. The education center does not have the full complement of services as a full community college campus. Of particular note are the lack of sports fields and extracurricular activities offered to students, and a much lower school population with fewer course and degree program offerings.

The California Postsecondary Education Commission (CPEC) has established *Guidelines for Proposed University Campuses, Community Colleges, and Education Centers* (August 1992). The guidelines have established several difference in comparing “education center” versus “community college”. The CPEC Guidelines define an educational center as “an off-campus enterprise owned or leased by the parent district and administered by a parent college. The center must...maintain an onsite administration (typically headed by a dean or director, but not by a president, chancellor, or superintendent), and offer programs leading to the certificates or degrees to be conferred by the parent institution.” In contrast, the *Guidelines* define a community college as “A full-service...institution offering a full complement of lower-division programs and services, usually at a single campus location owned by the district; colleges enroll a minimum of 1,000 full-time-equivalent students. A college will have its own administration and be headed by a president or a chancellor.” In addition, the proposed Project will require reduced administrative staff and space, due to the smaller range of classes and facilities, as compared to a community college. Similarly, maintenance staff and facilities needed to serve the Project site would be reduced as compared to that of a typical community college, as extensive maintenance needs are not anticipated.

Because the education center would function differently, and not have the full complement of services as a full community college campus (such as the District’s San Marcos Campus), the standard SANDAG trip generation rate at 1.2 trips per student likely overstates the future traffic activity at the education center. However, for purposes of being conservative, the SANDAG junior college trip rate was used in the analysis.

Table 8–1 shows the Project daily traffic generation using the SANDAG rates. As shown in **Table 8–1**, at Opening Day the Project is calculated to generate 3,374 ADT with 324 inbound / 81 outbound trips during the AM peak hour and 182 inbound / 122 outbound trips during the PM peak hour. By Year 2035, a total of 6,750 ADT with 648 inbound / 162 outbound trips during the AM peak hour and 365 inbound / 243 outbound trips during the PM peak hour would be generated.

Year 2035 maximum enrollment trip generation is discussed in further detail in *Section 10.2* of this report.

TABLE 8-1
PROJECT TRIP GENERATION

Land Use	Size	Daily Trip Ends (ADTs)		AM Peak Hour					PM Peak Hour				
		Rate ^a	Volume	% of ADT ^b	In:Out	Volume			% of ADT ^b	In:Out	Volume		
					Split	In	Out	Total		Split	In	Out	Total
Opening Day (Year 2018)													
Education Center	2,812 students	1.2/student	3,374	12%	80:20	324	81	405	9%	60:40	182	122	304
Buildout (Year 2035)													
Education Center	5,625 students	1.2/student	6,750	12%	80:20	648	162	810	9%	60:40	365	243	608

Footnotes:

- Trip rates taken from the SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.
- ADT = Average Daily Traffic.

General Notes:

- Although an Education Center functions quite different from a typical community college land use, the SANDAG community/junior college rates used in the calculations to be conservative.

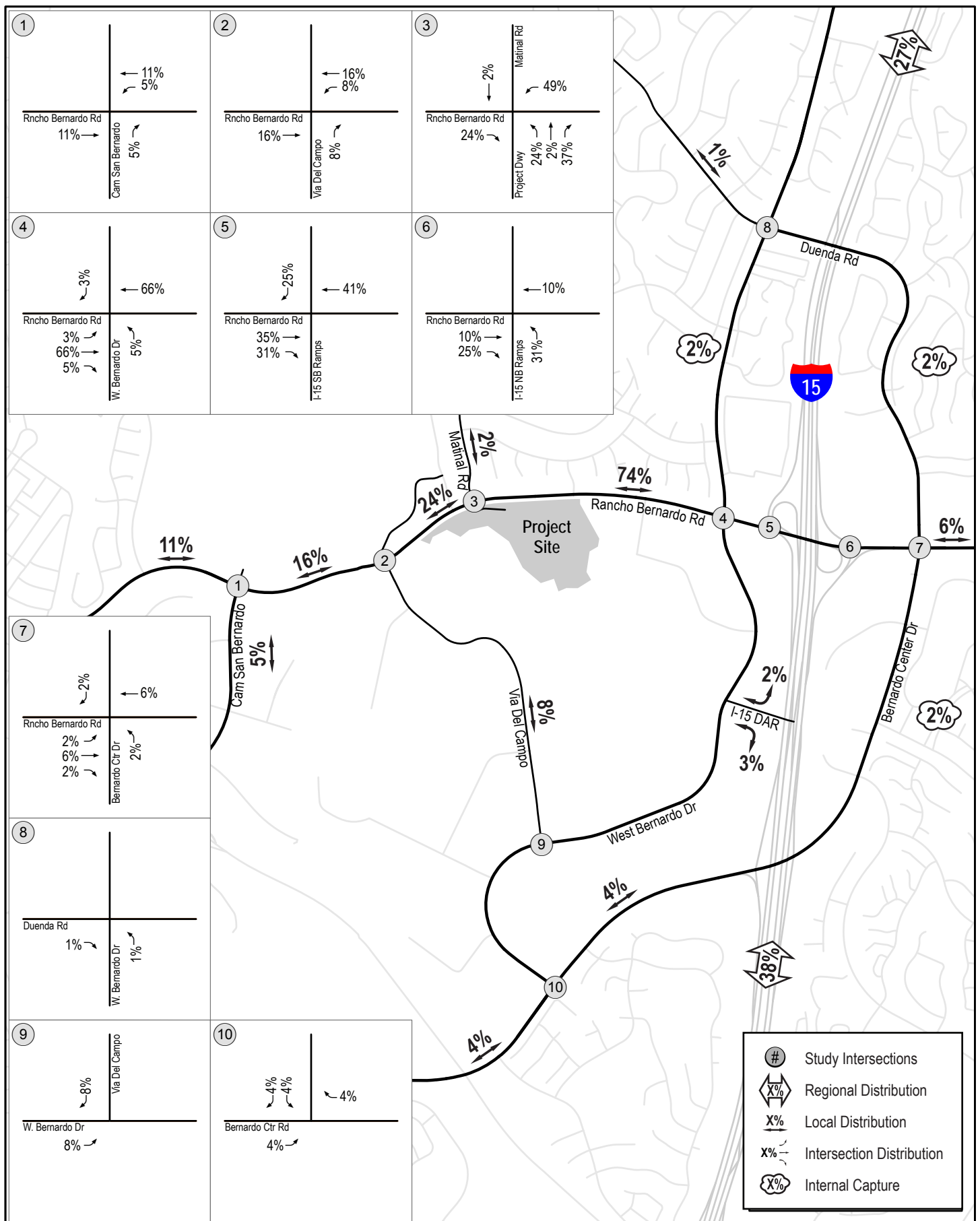
8.2 Trip Distribution/Assignment

Trip distribution percentages were calculated using a select zone assignment (SZA) based on the SANDAG traffic model and using information provided by the applicant. The site has been strategically located in the southern range of the District to target an underserved population within the District boundaries and to attract out-of-district students from both the Mira Costa and San Diego Districts. Using the SANDAG SZA and expected enrollment information provided by the District, approximately 65% of the trips are regionally distributed on I-15, with 27% oriented to the north and 38% to the south. The remaining 35% were distributed to the local network. Once the traffic distribution was established, the Project-generated traffic was assigned to the adjacent street system.

It should be noted that a review of the SZA indicated one percent (1%) of Project traffic (20 ADT) would be oriented to/from the community of Westwood via Matinal Road. However, for purposes of being conservative based upon the potential for “cut through” trips through the residential community, this percentage was doubled to 2% of Project trips. *Section 12.2* provides additional information on the potential for residential cut-through traffic.

Figure 8-1 shows the regional and local distribution of Project trips. **Figure 8-2** depicts the Opening Day Project traffic assignment. **Figure 8-3** shows the Opening Day With Project traffic volumes.

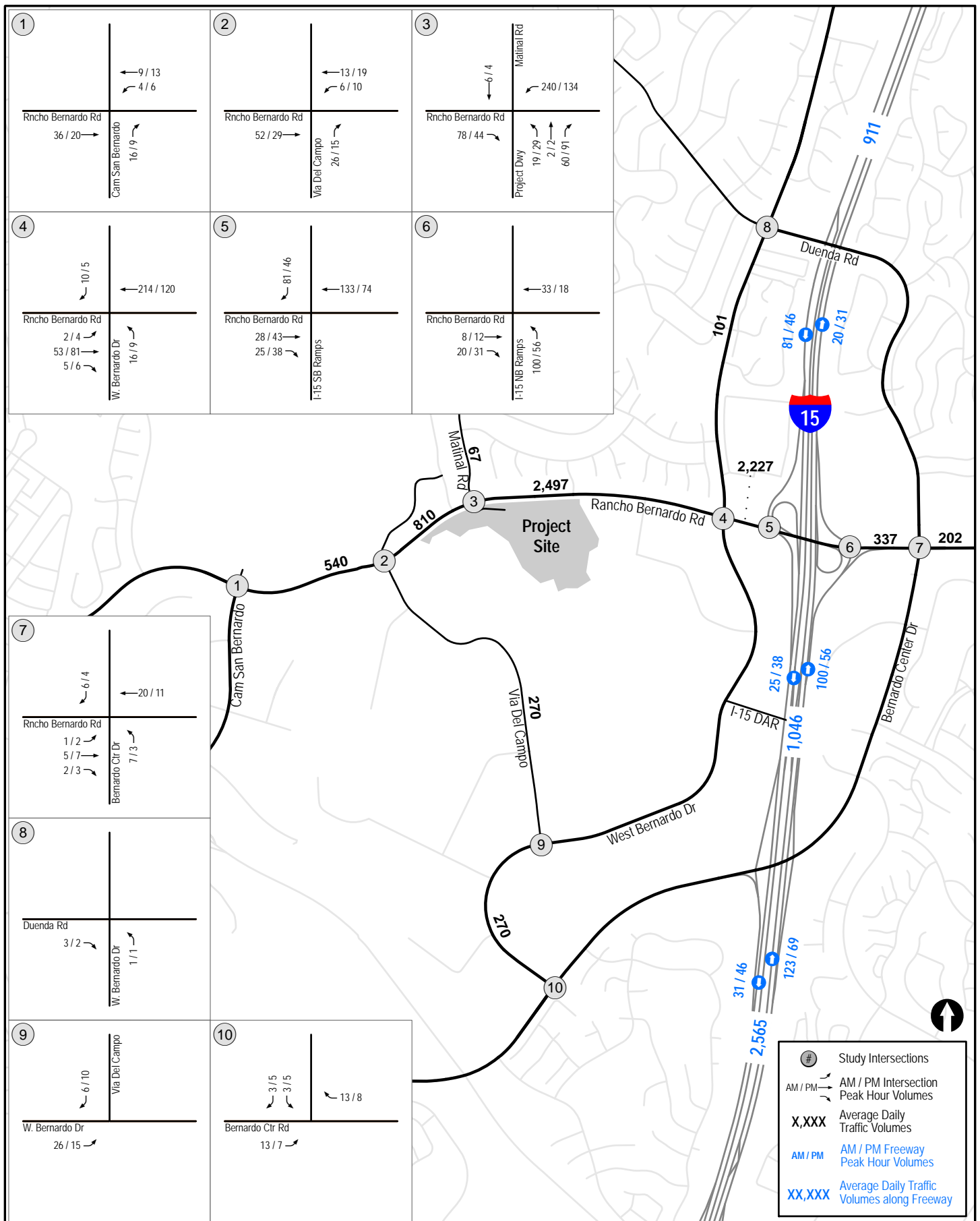
Appendix D contains a copy of the SZA.



N:\2464\Figures\July 2015
Date: 07/31/15

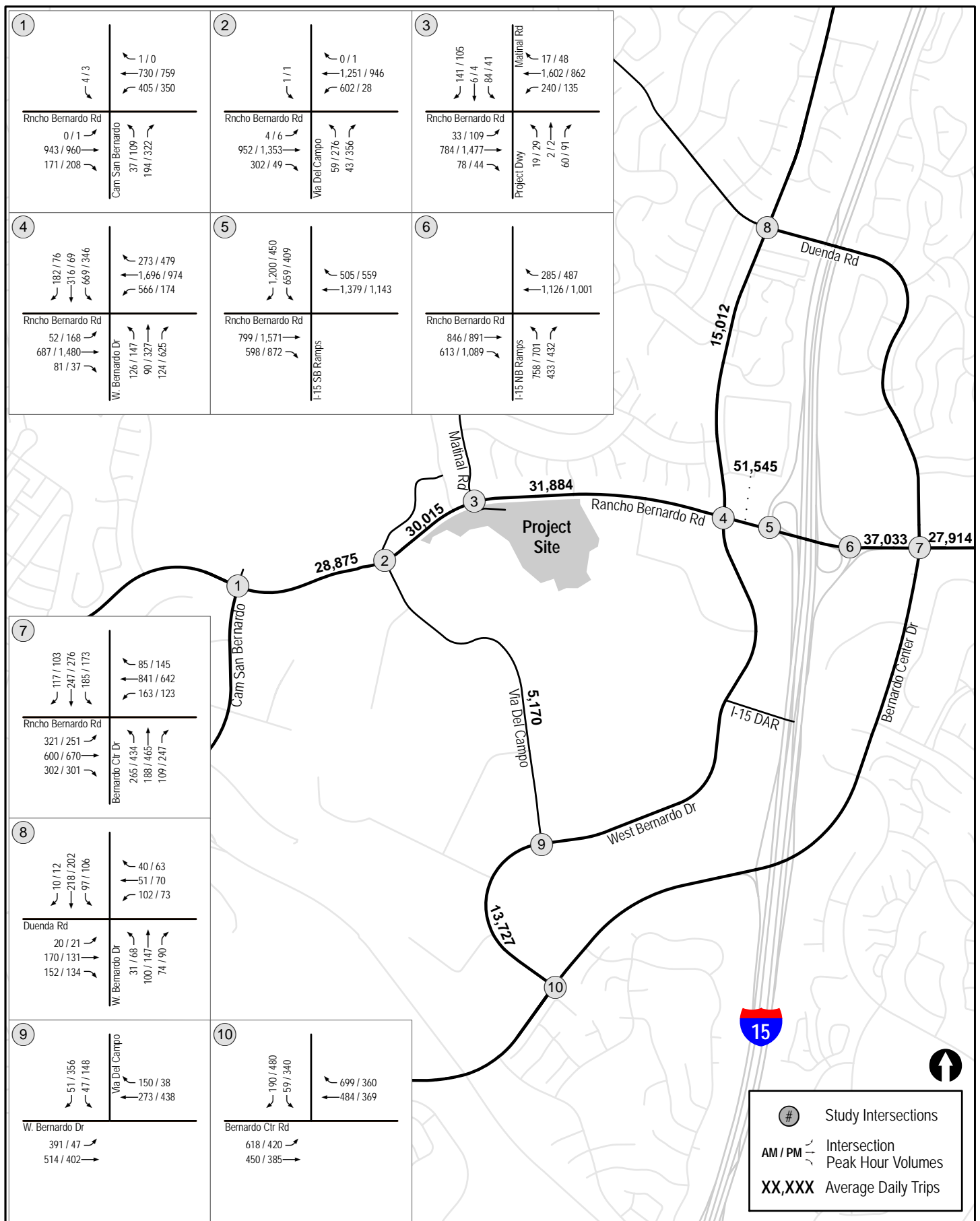
Figure 8-1

Project Traffic Distribution



N:\2464\Figures\Mar 2016
Date: 03/17/16

Figure 8-2
Opening Day Project Traffic Volumes



N:\2464\Figures\Mar 2016
Date: 03/08/16

Figure 8-3
Opening Day With Project Traffic Volumes

9.0 ANALYSIS OF OPENING DAY SCENARIOS

9.1 Opening Day Without Project

9.1.1 Peak hour Intersection Operations

Table 9–1 summarizes the peak hour intersection operations for the Opening Day Without Project condition. As seen in *Table 9–1*, all intersections are calculated to continue to operate at LOS D or better.

Appendix E contains the peak hour intersection analysis worksheets for the Opening Day Without Project condition.

9.1.2 Daily Street Segment Operations

Table 9–2 summarizes the key segment operations in the study area for the Opening Day Without Project condition. As seen in *Table 9–2*, the study area segments are calculated to continue operate at LOS D or better except for the following:

- Street Segment #5. Rancho Bernardo Road between the I-15 Northbound Ramps and Bernardo Center Drive – LOS F

9.1.3 Freeway Mainline Operations

Table 9–3 summarizes the freeway mainline operations I-15 for the Opening Day Without Project condition. As seen in *Table 9–3*, the northbound and southbound segments of I-15 north and south of Rancho Bernardo Road continue to operate at LOS C during both the AM and PM peak hours except for the following:

- I-15 south of Rancho Bernardo Road, Southbound direction – LOS E during the AM peak hour

9.1.4 Freeway Ramp Meter Operations

Table 9–4 summarizes the operations of the on-ramp meters for the Opening Day Without Project condition. The results of the ramp meter analysis are shown below.

1. **Eastbound Rancho Bernardo Road to Southbound I-15:** Under the Opening Day Without Project condition, this ramp is calculated to operate with no delay during the AM peak hour.
2. **Eastbound Rancho Bernardo Road to Northbound I-15:** Under the Opening Day Without Project condition, the delay is calculated to operate with a 12.3 minute delay during the PM peak hour with a queue length of 2,950 feet.

9.2 Opening Day With Project

9.2.1 Peak Hour Intersection Operations

Table 9-1 summarizes the peak hour intersection operations for Opening Day With Project conditions. As seen in Table 9-1, with the addition of Project traffic, all intersections are calculated to continue to operate at LOS D or better.

Based on City of San Diego significance criteria, **no significant direct impacts** were calculated with the addition of Project traffic.

Appendix F contains the peak hour intersection analysis worksheets for the Opening Day With Project condition.

9.2.2 Daily Street Segment Operations

Table 9-2 summarizes the key segment operations in the study area for the Opening Day With Project conditions. As seen in Table 9-2, with the addition Project traffic, the study area segments are calculated to continue to operate at LOS D or better except for the following:

- Street Segment #5. Rancho Bernardo Road between the I-15 Northbound Ramps and Bernardo Center Drive – LOS E

Based on City of San Diego significance criteria, **no significant direct impacts** were calculated with the addition of Project traffic since the Project-induced increase in V/C does not exceed 0.02 for LOS E roadway segments.

9.2.3 Freeway Mainline Operations

Table 9-3 summarizes the freeway mainline operations I-15 for the Opening Day With Project condition. As seen in Table 9-3, with the addition of Project traffic, the northbound and southbound segments of I-15 north and south of Rancho Bernardo Road are calculated to operate at LOS D or better during both the AM and PM peak hours except for the following:

- I-15 south of Rancho Bernardo Road, Southbound direction – LOS E during the AM peak hour

Based on City of San Diego significance criteria, **no significant direct impacts** were calculated with the addition of Project traffic since the Project-induced increase in V/C does not exceed 0.01 for LOS E mainline segments.

9.2.4 Freeway Ramp Meter Operations

Table 9-4 summarizes the operations of the on-ramp meters for the Opening Day With Project condition. The results of the ramp meter analysis are shown below.

1. **Eastbound Rancho Bernardo Road to Southbound I-15:** With the addition of Project traffic to the Opening Day condition, this ramp is calculated to continue to operate with no delay during the AM peak hour.

2. **Eastbound Rancho Bernardo Road to Northbound I-15:** With the addition of Project traffic to the Opening Day condition, the delay is calculated to increase by 2.6 minutes (from a 12.3 to 14.9 minute delay) during the PM peak hour with a 625-foot increase in queue length to 3,575 feet.

Based on City of San Diego significance criteria, **no significant direct impacts** were calculated with the addition of Project traffic since delays currently do not exceed 15 minutes.

**TABLE 9-1
OPENING DAY INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Opening Day Without Project		Opening Day With Project		Delay Δ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
1. Rancho Bernardo Rd/ Camino San Bernardo	Signal	AM PM	17.7 22.8	B C	19.3 23.9	B C	1.6 1.1	No No
2. Rancho Bernardo Rd/ Via Del Campo	Signal	AM PM	35.4 22.0	D C	40.9 24.4	D C	5.5 2.4	No No
3. Rancho Bernardo Rd/ Matinal Rd	Signal	AM PM	18.3 12.3	B B	30.7 24.4	C C	12.4 12.1	No No
4. Rancho Bernardo Rd/ W. Bernardo Dr	Signal	AM PM	38.3 48.2	D D	52.4 49.5	D D	14.1 1.3	No No
5. Rancho Bernardo Rd/ I-15 SB Ramps	Signal	AM PM	29.2 15.8	C B	31.1 16.4	C B	1.9 0.6	No No
6. Rancho Bernardo Rd/ I-15 NB Ramps	Signal	AM PM	21.2 21.1	C C	22.1 21.6	C C	0.9 0.5	No No
7. Rancho Bernardo Rd/ Bernardo Center Dr	Signal	AM PM	29.6 34.8	C C	30.1 34.9	C C	0.5 0.1	No No
8. W. Bernardo Dr/ Duenda Rd	Signal	AM PM	21.0 21.4	C C	21.1 21.4	C C	0.1 0.0	No No
9. W. Bernardo Dr/ Via Del Campo	Signal	AM PM	15.8 19.4	B B	15.9 20.0	B C	0.1 0.6	No No
10. W. Bernardo Dr/ Bernardo Center Dr	Signal	AM PM	15.6 17.2	B B	15.9 17.4	B B	0.3 0.2	No No

Footnotes:

- Average delay expressed in seconds per vehicle.
- Level of Service.
- Δ denotes the increase in delay due to Project.

General Notes:

- Sig = Significant impact, yes or no.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 9-2
OPENING DAY STREET SEGMENT OPERATIONS

Street Segment	Functional Capacity (LOS E) ^a	Opening Day Without Project			Opening Day With Project			Δ ^e	Sig?
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
Rancho Bernardo Road									
1. Camino San Bernardo to Via Del Campo	40,000	28,335	C	0.708	28,875	C	0.722	0.014	No
2. Via Del Campo to Matinal Road	40,000	29,205	C	0.730	31,702	D	0.793	0.063	No
3. Matinal Road to West Bernardo Drive	40,000	29,387	C	0.735	31,884	D	0.797	0.062	No
4. West Bernardo Drive to I-15 SB Ramps ^f	60,000	49,318	C	0.822	51,545	D	0.859	0.037	No
5. I-15 NB Ramps to Bernardo Center Drive	40,000	36,696	E	0.917	37,033	E	0.926	0.009	No
6. Bernardo Center Drive to Bernardo Oaks Drive	40,000	27,712	C	0.693	27,914	C	0.698	0.005	No
West Bernardo Drive									
7. Duenda Road to Rancho Bernardo Road	30,000	14,911	C	0.497	15,012	C	0.500	0.003	No
8. Via Del Campo to Bernardo Center Drive	30,000	13,457	B	0.449	13,727	B	0.458	0.009	No
Via Del Campo									
9. Rancho Bernardo Road to West Bernardo Drive ^g	15,000	4,900	A	0.327	5,170	B	0.345	0.018	No

Footnotes:

- a. Capacities based on City of San Diego Roadway Classification & LOS table (See *Appendix B*).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Δ denotes a Project-induced increase in the Volume to Capacity ratio.
- f. With a speed limit of 50 mph, a curb-to-curb width of approximately 108 feet, a 20-foot landscaped median and no on-street parking, the characteristics of this segment functions as a Primary Arterial with an LOS E capacity of 60,000 ADT.
- g. Roadway consists of two travel lanes with a two-way center turn lane. Rancho Bernardo Community Plan 3-Lane Collector equivalent to 2-Lane Collector with TWLTL (third lane).

General Notes:

1. Sig = Significant impact, yes or no.

**TABLE 9-3
OPENING DAY FREEWAY MAINLINE OPERATIONS**

Freeway Segment	Dir.	# of Lanes	Hourly Capacity ^a	Opening Day Without Project Volumes		V/C ^b		LOS ^c		Opening Day With Project Volumes		V/C		LOS		Δ ^d V/C		Sig?
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
Interstate 15																		
1. North of Rancho Bernardo Rd	NB	5M+2ML	10,000	5,445	8,911	0.545	0.891	B	D	5,465	8,942	0.547	0.894	B	D	0.002	0.003	No
	SB	5M+2ML+1A	11,500	9,481	6,733	0.824	0.585	D	B	9,562	6,779	0.831	0.589	D	B	0.007	0.004	No
2. South of Rancho Bernardo Rd	NB	5M+2ML+1A	11,500	6,257	9,188	0.544	0.799	B	C	6,357	9,244	0.553	0.804	B	D	0.009	0.005	No
	SB	5M+2ML	10,000	9,374	7,028	0.937	0.703	E	C	9,399	7,066	0.940	0.707	E	C	0.002	0.004	No

Footnotes:

- Capacity calculated at 2000 passenger cars per hour (vph) per lane (pcphpl) for mainline and 1,500 pcphpl for auxiliary lanes per *Caltrans Guide for the Preparation of Traffic Impact Studies, Dec 2002*. Managed Lanes (ML) excluded from the mainline analysis.
- V/C = (Peak Hour Volume/Hourly Capacity)
- LOS = Level of Service
- " Δ " denotes the Project-induced increase in V/C.

General Notes:

- M = Mainline. Peak hour volumes represent mainline traffic volumes only.
- ML = Managed Lanes consisting of High Occupancy Vehicle Lanes (HOV)
- A = Auxiliary Lane.
- Sig = Significant impact, yes or no.

LOS	V/C
A	<0.41
B	0.62
C	0.80
D	0.92
E	1.00
F(0)	1.25
F(1)	1.35
F(2)	1.45
F(3)	>1.46

**TABLE 9-4
OPENING DAY RAMP METER OPERATIONS**

Location	Peak Hour ^a	Peak Hour Demand (D) ^b	Flow (F) ^c	Excess Demand (E) (veh)	Delay (min)	Queue (ft) ^d	Sig?
1. EB Rancho Bernardo Road to SB I-15 (2 SOV + 1 HOV)							
Existing	AM	333	600	0	0.0	0	
Opening Day Without Project	AM	341	600	0	0.0	0	
Opening Day With Project	AM	352	600	0	0.0	0	
<i>Project Increase</i>	<i>AM</i>	<i>12</i>	<i>—</i>	<i>0</i>	<i>0.0</i>	<i>0</i>	<i>No</i>
2. EB Rancho Bernardo Road to NB I-15 (1 SOV + 1 HOV)							
Existing	PM	656	576	80	8.3	2,000	
Opening Day Without Project	PM	694	576	118	12.3	2,950	
Opening Day With Project	PM	719	576	143	14.9	3,575	
<i>Project Increase</i>	<i>PM</i>	<i>25</i>	<i>—</i>	<i>25</i>	<i>2.6</i>	<i>625</i>	<i>No</i>

Footnotes:

- Peak hours shown during ramp meter operations.
- Peak hour demand in vehicles/hour/lane per SOV lane only. Existing volumes taken from PeMS May 19, 2015 data.
- Meter Rates obtained from Caltrans.
- Queue calculated assuming vehicle length of 25 feet.

General Notes:

- Sig = Significant impact, yes or no. Impact based on Significance Criteria discussed in *Section 5.0*.
- SOV = Single-Occupancy Vehicle, HOV – High Occupancy Vehicle

10.0 YEAR 2035 CONDITIONS

10.1 Year 2035 Network Conditions

The SANDAG 2050 Regional Transportation Plan (RTP) was adopted by the Board of Directors on October 28, 2011. In developing the RTP, a new traffic forecast model series was prepared termed “Series 12.” The forecast model is completed in two stages. During the first stage, SANDAG produces a region-wide forecast based on existing demographic and economic trends. During the second stage, a sub-regional forecast is developed by working with local jurisdictions to understand existing and general plan land use plans. These land use plans then become an input to a sub-regional, or neighborhood-level, forecast model that utilizes data on existing development, future land use plans, proximity to existing job centers, past development patterns, and travel times to where growth is likely to occur in the future. The Series 12 traffic model contains all County of San Diego *General Plan Update* and City of San Diego community planning area land use and roadway network assumptions. Network changes in the vicinity of the Project study area included the SANDAG model are as follows:

- Rancho Bernardo Road: I-15 Northbound Ramps to Bernardo Center Drive – Improved to Community Plan classification as a Six-Lane Major (*Source: Rancho Bernardo Community Plan and Public Facilities Financing Plan (PFFP) FY 2013, Fully Funded by the Black Mountain Ranch Facilities Benefit Assessment (FBA), date of completion anticipated for FY 2016/2017*)
- West Bernardo Drive: Duenda Road to Rancho Bernardo Road and Via Del Campo to Bernardo Center Drive – Improved to Community Plan classification as a Four-Lane Major (*Source: Rancho Bernardo Community Plan, currently unfunded, date of completion unknown*)

In addition, improvements identified per community plans in the Project vicinity are as follows:

- West Bernardo Drive at Bernardo Center Drive – Improved to provide an additional thru lane on Bernardo Center Drive in the southwesterly direction to ultimately provide two right-turn lanes, two thru lanes, one U-turn lane (*Source: Black Mountain Ranch PFFP FY 2015, Fully Funded by the Black Mountain Ranch FBA, date of completion anticipated for FY 2016*)

Implementation of the Rancho Bernardo Road widening is identified per the PFFPs for both Rancho Bernardo and Black Mountain Ranch as being fully funded by the Black Mountain Ranch FBA with a timeframe for completion. In addition, the improvement to the West Bernardo Drive/ Bernardo Center Drive intersection is fully funded and scheduled for completion by the Black Mountain Ranch FBA. Therefore, these improvements were included in the long-term analysis. The funding and timeframe for implementation of the improvements to West Bernardo Drive is currently unknown. Therefore, existing on-the-ground conditions were assumed in the long-term analysis of this street segment. No other improvements were assumed to study area intersections and street segments in the long-term analysis.

Table 10–1 provides the functional classifications and capacities used in the long-term analysis for study area street segments.

Any Project-related deficiencies on the existing network would be mitigated through a fair share payment into the City of San Diego community PFFPs which would be used toward any future needed improvements.

Appendix G contains the excerpts from the community PFFPs.

**TABLE 10–1
COMMUNITY PLAN ROADWAY CLASSIFICATIONS**

Street Segment	Assumed Functional Classification ^a	LOS E Capacity ^a
Rancho Bernardo Road		
1. Camino San Bernardo to Via Del Campo	4.1A Major Road	37,000
2. Via Del Campo to Matinal Road	4-Ln Major	40,000
3. Matinal Road to West Bernardo Drive	4-Ln Major	40,000
4. West Bernardo Drive to I-15 SB Ramps	6-Ln Primary Arterial	60,000
5. I-15 NB Ramps to Bernardo Center Drive	6-Ln Major ^b	50,000
6. Bernardo Center Drive to Bernardo Oaks Drive	4-Ln Major	40,000
West Bernardo Drive		
7. Duenda Road to Rancho Bernardo Road	4-Ln Collector w/ TWLTL	30,000
8. Via Del Campo to Bernardo Center Drive	4-Ln Collector w/ TWLTL	30,000
Via Del Campo		
9. Rancho Bernardo Road to West Bernardo Drive	3-Ln Collector ^c	15,000

Footnotes:

- a. City of San Diego General Plan Classification based on *Rancho Bernardo Community Plan* and County of San Diego Classifications based on *San Dieguito Mobility Element*, October 2010. Existing functional capacities were used in the analysis except where improvements to roadways are fully funded and scheduled for completion.
- b. Per the Rancho Bernardo PFFP, widening of Rancho Bernardo Road between the I-15 NB Ramps and Bernardo Center Drive is fully funded by the Black Mountain Ranch FBA and scheduled for completion in FY 2016/2017.
- c. *Rancho Bernardo Community Plan* 3-Lane Collector equivalent to 2-Lane Collector with TWLTL (third lane).

General Notes:

1. TWLTL = Two-way left-turn lane

10.2 Year 2035 Traffic Volumes

The Year 2035 volumes were obtained from the SANDAG Series 12 Year 2035 forecast traffic model. The traffic analysis zone (TAZ) for the Project site contains 60.2 acres of commercial office uses generating 14,270 ADT.

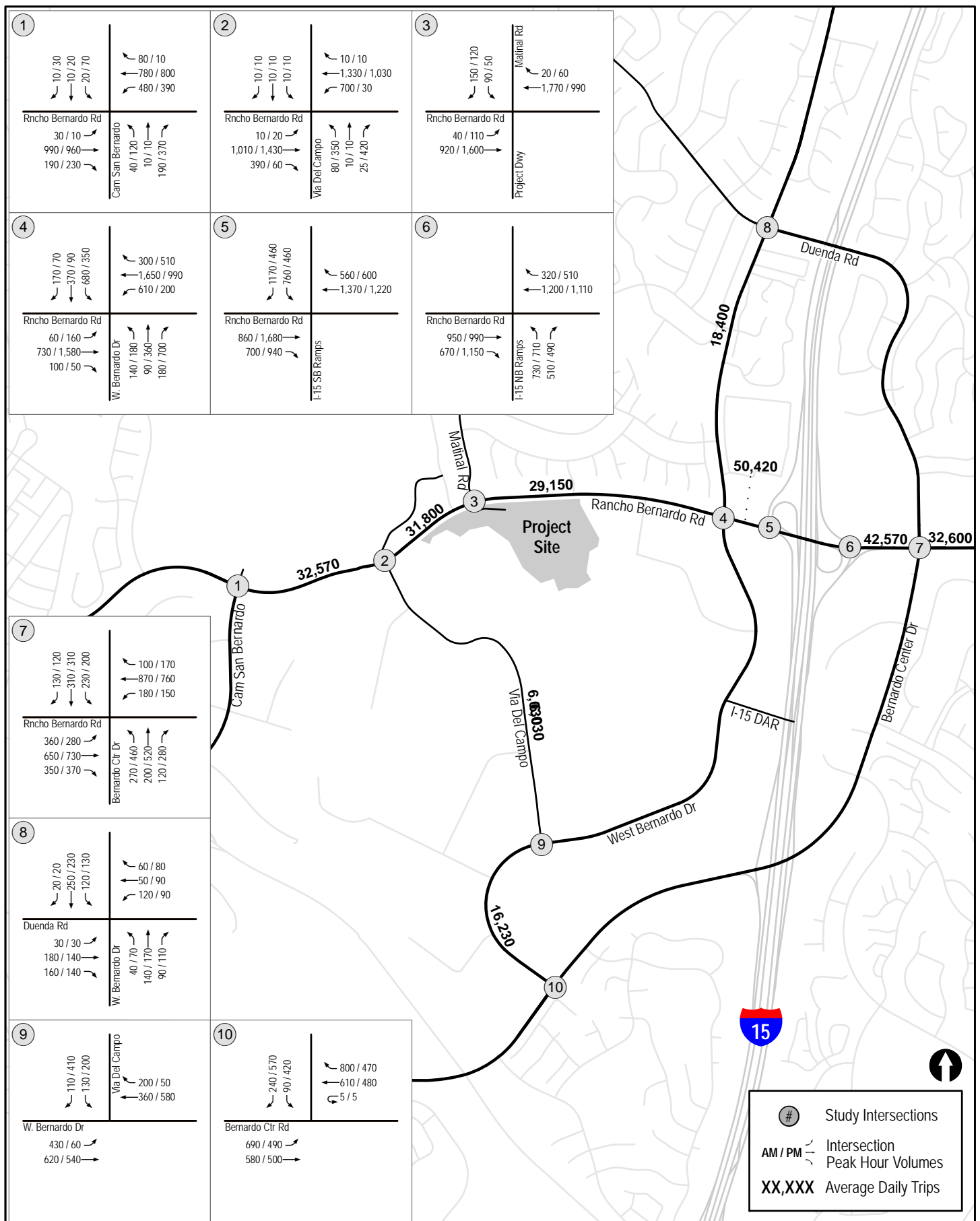
As previously mentioned, the site is currently developed with a vacant office building. This area is included in the Rancho Bernardo Community Plan as part of the 588-acre Bernardo Industrial Park. The Project site makes up 27 acres of the Bernardo Industrial Park and is entitled for a total of 330,000 SF of commercial office. Per the *Bernardo Industrial Park Lot 11 Final MND*, certified October 13, 2005 completed for the 330,000 SF office buildings, 3,300 ADT of the 14,270

commercial office trips are attributable to the existing site. Therefore, the Year 2035 Without Project traffic volumes represent the current zoning in the traffic model including the entitled office buildings. In order to forecast the Year 2035 Without Project traffic volumes, the 3,300 ADT generated by the office land use were removed from the forecast volumes representative of a vacant site. The 6,750 ADT calculated to be generated by the Project at maximum student enrollment were then added to the baseline volumes to arrive at Year 2035 With Project traffic volumes.

The model-generated peak hour volumes are not considered accurate as the primary purpose of the model is to forecast average daily traffic volumes and not predict volumes on an hourly basis. Therefore, the peak hour turning movement volumes at an intersection were estimated from future ADT volumes using the relationship between existing peak hour turning movements and the existing ADT volumes. This same relationship can be assumed to generally continue in the future.

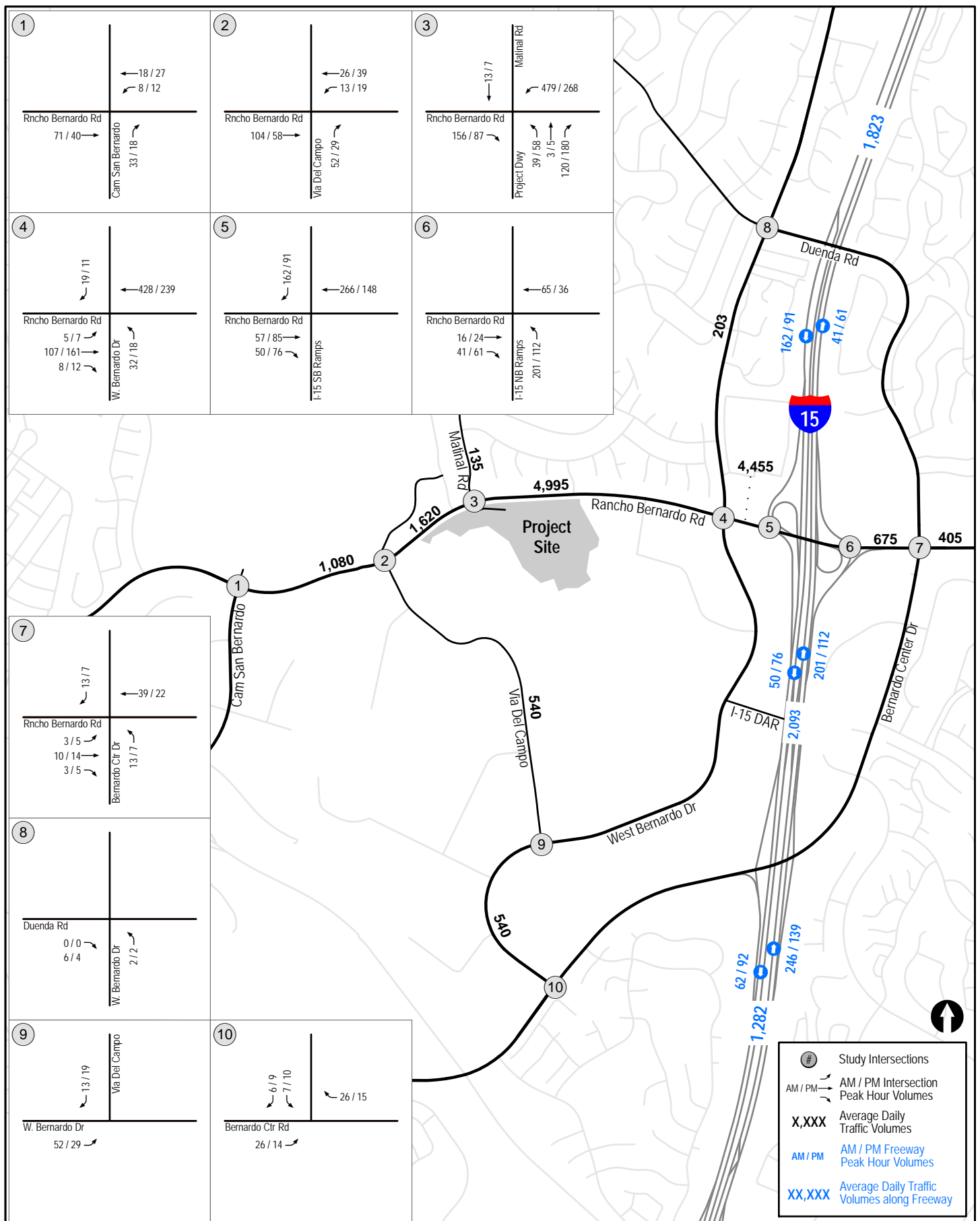
Figure 10–1 depicts the Year 2035 Without Project traffic volumes. **Figure 10–2** shows the Year 2035 (Maximum Enrollment) Project traffic volumes. **Figure 10–3** depicts the Year 2035 With Project traffic volumes.

Appendix D contains a copy of the SANDAG Year 2035 traffic volumes and land use report.

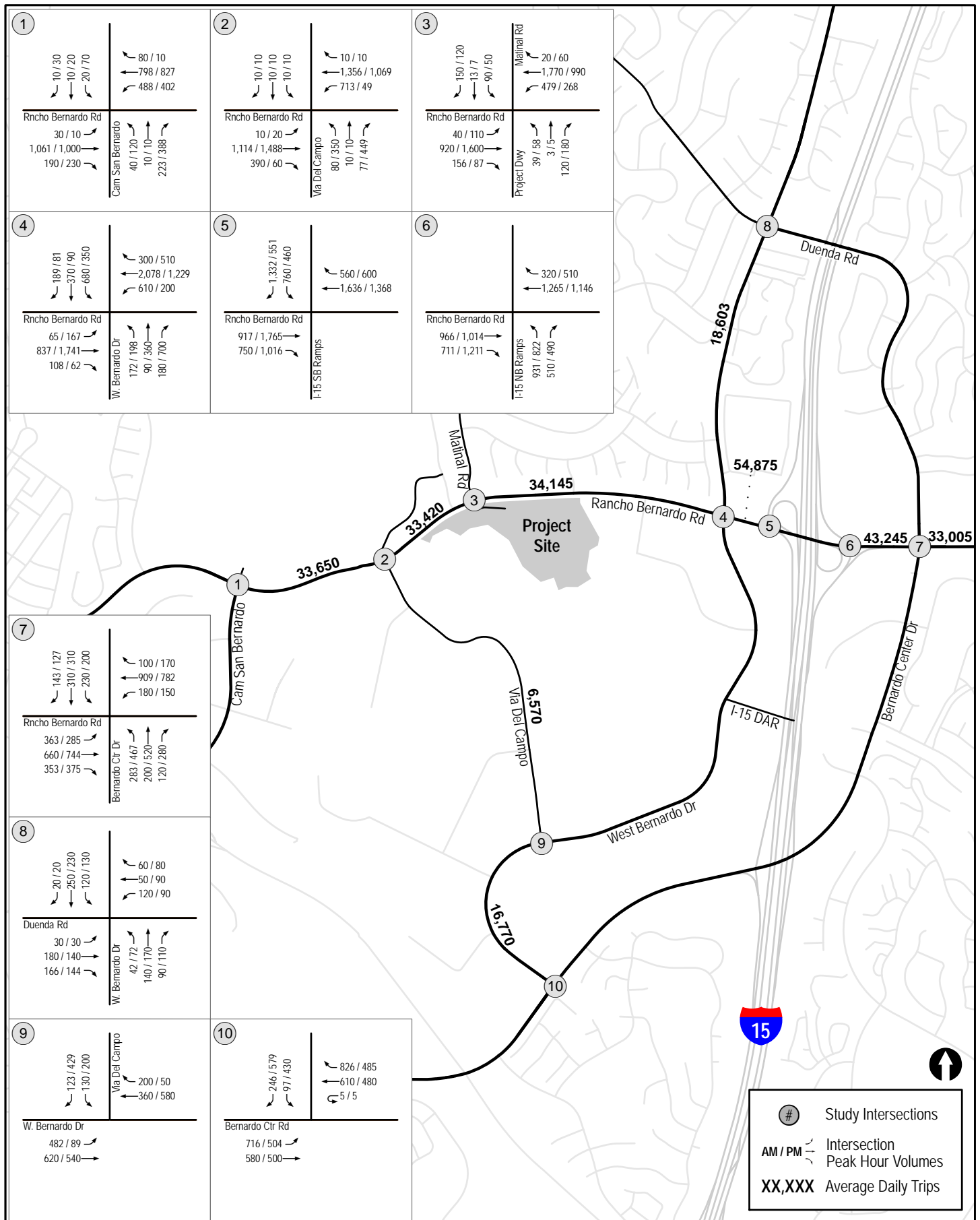


N:\2464\Figures\Mar 2016
Date: 03/17/16

Figure 10-1
Year 2035 Without Project Traffic Volumes



N:\2464\Figures\Mar 2016
Date: 03/17/16



N:\2464\Figures\Mar 2016
Date: 03/17/16

Figure 10-3
Year 2035 With Project Traffic Volumes

11.0 ANALYSIS OF YEAR 2035 SCENARIOS

11.1 Year 2035 Without Project

11.1.1 Peak Hour Intersection Operations

Table 11–2 summarizes the peak hour intersection operations for the Year 2035 Without Project condition. As seen in *Table 11–2*, all intersections are calculated to continue to operate at LOS D or better except for the following:

- Intersection #2. Rancho Bernardo Road/Via Del Campo – LOS E/E during the AM/PM peak hours
- Intersection #4. Rancho Bernardo Road/West Bernardo Drive – LOS E during the PM peak hour

Appendix H contains the peak hour intersection analysis worksheets for the Year 2035 Without Project condition.

11.1.2 Daily Street Segment Operations

Table 11–3 summarizes the key segment operations in the study area for the Year 2035 Without Project condition. As seen in *Table 10–3*, the study area segments are calculated to operate at LOS D or better except for the following:

- Street Segment #5. Rancho Bernardo Road between the I-15 Northbound Ramps and Bernardo Center Drive – LOS E
- Street Segment #6. Rancho Bernardo Road between Bernardo Center Drive and Bernardo Oaks Drive – LOS E

11.2 Year 2035 With Project

11.2.1 Peak Hour Intersection Operations

Table 10–2 summarizes the peak hour intersection operations for the Year 2035 With Project condition. As seen in *Table 11–2*, with the addition of Project traffic, all intersections are calculated to continue to operate at LOS D or better except for the following:

- Intersection #2. Rancho Bernardo Road/Via Del Campo – LOS F/E during the AM/PM peak hours
- Intersection #3. Rancho Bernardo Road/Matinal Road – LOS E/E during the AM/PM peak hours
- Intersection #4. Rancho Bernardo Road/West Bernardo Drive – LOS F/E during the PM peak hour

Based on City of San Diego significance criteria, **three (3) significant cumulative impacts** were calculated with the addition of Project traffic since the Project induced increase in delay exceeds 2.0 seconds for LOS E intersections and 1.0 second for LOS F intersections.

Appendix I contains the peak hour intersection analysis worksheets for the Year 2035 With Project condition.

11.2.2 Daily Street Segment Operations

Table 11-3 summarizes the key segment operations in the study area for the Year 2035 With Project condition. As seen in *Table 11-3*, with the addition of Project traffic, the study area segments are calculated to continue to operate at LOS D or better.

Based on City of San Diego significance criteria, **no significant cumulative impacts** were calculated with the addition of Project traffic.

**TABLE 11-2
LONG-TERM INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Year 2035 Without Project		Year 2035 With Project		Delay Δ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
1. Rancho Bernardo Rd/ Camino San Bernardo	Signal	AM PM	23.3 36.0	C D	27.7 39.4	C D	4.4 3.4	No No
2. Rancho Bernardo Rd/ Via Del Campo	Signal	AM PM	79.8 61.3	E E	93.9 66.7	F E	14.1 5.4	Yes Yes
3. Rancho Bernardo Rd/ Matinal Rd	Signal	AM PM	27.6 11.8	C B	62.4 61.0	E E	34.8 49.2	Yes Yes
4. Rancho Bernardo Rd/ W. Bernardo Dr	Signal	AM PM	51.4 59.9	D E	96.7 66.2	F E	45.3 6.3	Yes Yes
5. Rancho Bernardo Rd/ I-15 SB Ramps	Signal	AM PM	21.9 13.4	C B	29.6 15.2	C B	7.7 1.8	No No
6. Rancho Bernardo Rd/ I-15 NB Ramps	Signal	AM PM	16.4 16.5	B B	17.6 17.7	B B	1.2 1.2	No No
7. Rancho Bernardo Rd/ Bernardo Center Dr	Signal	AM PM	34.1 44.0	C D	35.4 45.0	D D	1.3 1.0	No No
8. W. Bernardo Dr/ Duenda Rd	Signal	AM PM	23.2 22.7	C C	23.5 22.8	C C	0.3 0.1	No No
9. W. Bernardo Dr/ Via Del Campo	Signal	AM PM	22.5 22.0	B C	23.0 23.8	C C	0.5 1.8	No No
10. W. Bernardo Dr/ Bernardo Center Dr	Signal	AM PM	16.0 18.5	B B	16.7 19.0	B B	0.7 0.5	No No

Footnotes:

- Average delay expressed in seconds per vehicle.
- Level of Service.
- Δ denotes the increase in delay due to Project.

General Notes:

- Sig = Significant impact, yes or no.
- Bold** typeface and **shading** represents a significant cumulative impact.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 11-3
LONG-TERM STREET SEGMENT OPERATIONS

Street Segment	Functional Capacity (LOS E) ^a	Year 2035 Without Project			Year 2035 With Project			Δ ^e	Sig?
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
Rancho Bernardo Road									
1. Camino San Bernardo to Via Del Campo	40,000	32,570	D	0.814	33,650	D	0.841	0.027	No
2. Via Del Campo to Matinal Road	40,000	31,800	D	0.795	33,420	D	0.836	0.041	No
3. Matinal Road to West Bernardo Drive	40,000	29,150	C	0.729	34,145	D	0.854	0.125	No
4. West Bernardo Drive to I-15 SB Ramps ^f	60,000	50,420	D	0.840	54,875	D	0.915	0.075	No
5. I-15 NB Ramps to Bernardo Center Drive	50,000	42,570	D	0.851	43,245	D	0.865	0.014	No
6. Bernardo Center Drive to Bernardo Oaks Drive	40,000	32,600	D	0.815	33,005	D	0.825	0.010	No
West Bernardo Drive									
7. Duenda Road to Rancho Bernardo Road	30,000	18,400	C	0.613	18,603	C	0.620	0.007	No
8. Via Del Campo to Bernardo Center Drive	30,000	16,230	C	0.541	16,770	C	0.559	0.018	No
Via Del Campo									
9. Rancho Bernardo Road to West Bernardo Drive	15,000	6,030	B	0.402	6,570	B	0.438	0.036	No

Footnotes:

- a. Capacities based on City of San Diego Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service.
- d. Volume to Capacity.
- e. Δ denotes a Project-induced increase in the Volume to Capacity ratio.
- f. With a speed limit of 50 mph, a curb-to-curb width of approximately 108 feet, a 20-foot landscaped median and no on-street parking, the characteristics of this segment functions as a Primary Arterial with an LOS E capacity of 60,000 ADT.

General Notes

1. Sig = Significant impact, yes or no.

12.0 ACCESS ASSESSMENT

12.1 Project Access

The Rancho Bernardo Road/Matinal Road signalized intersection was previously constructed to provide access to the vacant office building. With the increase in traffic expected with the change in land use for the proposed Project, this intersection is forecasted to operate at LOS E by the Year 2035 with the maximum number of students enrolled. In order to accommodate the increase in traffic with the buildout of the campus and achieve acceptable LOS D operations, the northbound approach (exiting the site) should be restriped to provide a shared left-turn/thru lane and a dedicated right-turn lane. **Table 12-1** at the end of this section shows the LOS results of the recommended access mitigation.

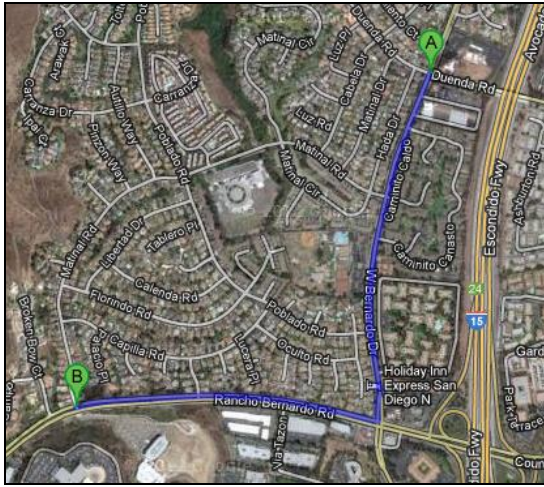
12.2 Cut-Through Traffic

The Project proposes to take access from the Matinal Road intersection onto Rancho Bernardo Road. Currently, this location primarily serves as access to the Westwood residential community located north of Rancho Bernardo Road.

A review of the SANDAG select zone assignment (SZA) computer model indicated one percent (1%) of Project traffic (33 ADT in Opening Day and 68 ADT at maximum enrollment in Year 2035) would be oriented to/from the community of Westwood via Matinal Road. However, for purposes of being conservative based upon the potential for “cut through” trips through the residential community, this percentage was doubled to 2% of Project trips.

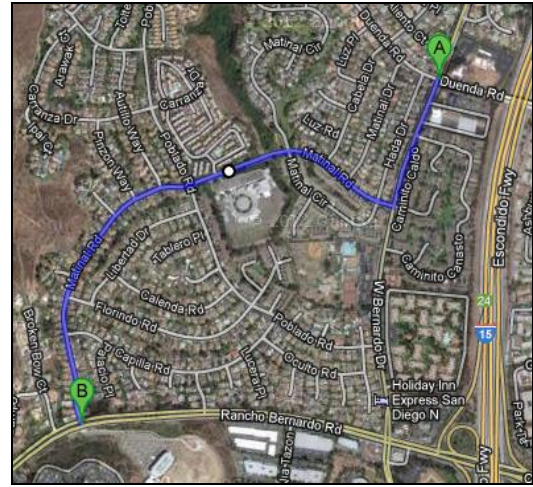
The likelihood of trips utilizing Matinal Road would be the result of one of two factors: 1) People living in the Westwood community who would attend the North Education Center; or 2) People oriented further north that would “cut-through” the Westwood community to reach the Project site. Matinal Road serves as a residential roadway providing local access for homes within the area. West Bernardo Drive is the main Collector road in the community lined with feeder roads connecting Westwood residents to their ultimate destination. LLG conducted a travel time study for two optional routes between the Project site and the Duenda Road/West Bernardo Drive intersection in the northern part of the community. The travel time study was conducted to determine the amount of time it would take to travel between these two points during the 4:30-5:30 PM peak hour using the Collector road route on West Bernardo Drive and the residential route via Matinal Road. The results of the study are shown below.

Route 1 – West Bernardo Drive



Direction	A-B	B-A
Time (min:sec)	3:29	4:01
	3:22	4:39
	2:53	3:35
<i>Average</i>	<i>3:14</i>	<i>4:05</i>

Route 2 – Matinal Road



Direction	A-B	B-A
Time (min:sec)	3:20	3:20
	3:23	3:27
	3:17	3:42
<i>Average</i>	<i>3:20</i>	<i>3:29</i>

While the travel time study shows a slight increase in the amount of time it would take to travel from Point B to Point A using Route 1, it would be unlikely that a large amount of drivers located outside the Westwood community would utilize Matinal Road as a “cut-through” route since they would need to be familiar with the local streets. For drivers who are familiar with the area, a reduction in travel time of 36 seconds is relatively small.

12.3 Recommendations

The Rancho Bernardo Road/Matinal Road intersection is calculated to operate poorly with the addition of Project traffic at maximum student enrollment in Year 2035. Mitigation measures are recommended above in *Section 12.1* and in *Section 15.2* to improve operations to LOS D.

Given the possibility of cut-through traffic in the Westwood community, additional recommendations are provided to modify the lane configuration at this intersection. In order to avoid the disturbance that could be experienced by local residents in the Westwood community with the addition of Project traffic, the following is recommended for the Matinal Road access intersection:

- **Rancho Bernardo Road/Matinal Road Intersection** – Install signage and modify the signal to prohibit northbound and southbound through movements at this signalized intersection. An example of this type of intersection control is the Marengo Avenue/Fletcher Parkway intersection in the City of La Mesa.

Stripe the northbound approach with one (1) dedicated left-turn and one (1) dedicated right-turn lane, stripe the southbound approach with a shared left-turn/right-turn lane, and maintain north/south permissive signal phasing. The graphic below shows the proposed recommendation and the example intersection.

With these recommendations, acceptable LOS operations continue to be calculated under Year 2035 conditions. *Table 12-1* also shows the LOS with the modified lane geometry restricting northbound and southbound thru movements.

**TABLE 12-1
ACCESS OPERATIONS**

Intersection	Control Type	Peak Hour	Year 2035 With Project	
			Delay ^a	LOS ^b
Rancho Bernardo Road/ Matinal Road/Project Access				
Existing Geometry	Signal	AM PM	62.4 61.0	E E
Mitigated Geometry: Northbound Approach <ul style="list-style-type: none">– 1 Shared Left-Turn/Thru Lane– 1 Dedicated Right-Turn Lane	Signal	AM PM	52.8 54.0	D D
Eliminated NB/SB Thru Geometry: Northbound Approach <ul style="list-style-type: none">– 1 Exclusive Left-Turn Lane– 1 Dedicated Right-Turn Lane Southbound Approach <ul style="list-style-type: none">– 1 Shared Left-Turn/Right-Turn Lane	Signal	AM PM	30.9 35.0	C D

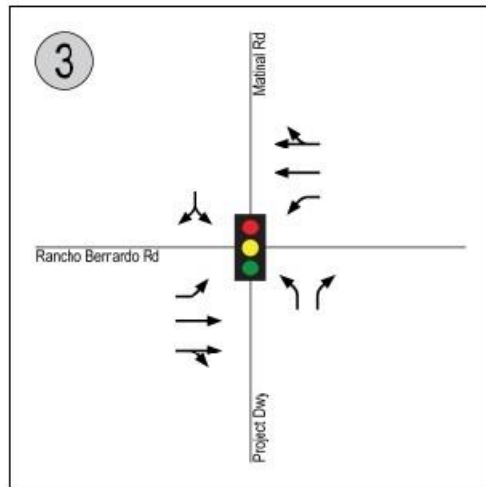
Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service

General Notes:

- 1. NB = Northbound movement
- 2. SB = Southbound movement

Recommended Lane Configuration – No Northbound/Southbound Through Movements



Rancho Bernardo Road/ Matinal Road



Marengo Avenue/Fletcher Parkway – Aerial View



Marengo Avenue/Fletcher Parkway – Street View

13.0 APPROVED OFFICE ENTITLEMENT ANALYSIS

As previously mentioned, the Project site is included in the Rancho Bernardo Community Plan as part of the 588-acre Bernardo Industrial Park. The approximately 27-acre site is specifically included as “Lot 11” in the 57.9-acre Bernardo Industrial Park North area which is made up of 11 individual lots for future industrial park development. Prior to the District acquiring the site, the site was entitled for a total of 330,000 SF of commercial office uses. From this approved development, one of the three 110,000 SF buildings has been permitted and constructed with the potential to be occupied. The remaining two (2) buildings have yet to be completed, but could be constructed at any time with issuance of grading permits. Given the site could be built out with the approved commercial office use today as allowed by City permits, an analysis has been included in this report showing the potential traffic impacts that would be expected with the approved development.

13.1 Office Traffic

Per the *Rancho Bernardo Lot 11 Final MND*, certified October 13, 2005 completed for the 330,000 SF office buildings, 3,300 ADT would be generated by the entitled project. **Table 13–1** below shows the trips generated by the approved development.

**TABLE 13–1
OFFICE PROJECT TRIP GENERATION**

Land Use	Size	Daily Trip Ends (ADTs) ^b		AM Peak Hour					PM Peak Hour				
		Rate	Volume	% of ADT	In:Out	Volume			% of ADT	In:Out	Volume		
					Split	In	Out	Total		Split	In	Out	Total
Commercial Office	330 KSF	^a	3,300	–	–	445	50	495	–	–	105	425	530
Proposed Project Opening Day	2,812 students	1.2/student	3,374	12%	80:20	324	81	405	9%	60:40	182	122	304
Proposed Project Year 2035	5,625 students	1.2/student	6,750	12%	80:20	648	162	810	9%	60:40	365	243	608

Footnotes:

- Trip generation taken from the *Rancho Bernardo Lot 11 Final MND*, certified October 13, 2005. Approximately 75% of the development was identified as industrial uses (research & development and regional and corporate office) with 25% of the site approved for multi-tenant office space.
- ADT = Average Daily Traffic.

For purposes of developing the “With Office Project” traffic volumes, office trips were distributed to the street system using the SANDAG model. The office trips were then added to the Opening Day and Year 2035 baseline conditions to arrive at “With Office Project” traffic volumes. **Appendix J** contains the traffic volumes for both scenarios.

13.2 Analysis Results

A level of service analysis was conducted to identify the potential impacts within the study area with the completion and occupancy of the approved office development under Opening Day and Year 2035 conditions. Below are the results of the analysis.

13.2.1 Peak Hour Intersection

Tables 13–2 and 13–3 summarize the peak hour intersection operations for the Opening Day and Year 2035 With Office Project conditions, respectively. As seen in these tables, significant impacts are calculated as follows:

Direct Impacts

- Intersection #4. Rancho Bernardo Road/West Bernardo Drive – LOS E/E during the AM/PM peak hours (*Opening Day With Project*)

Cumulative Impacts

- Intersection #2. Rancho Bernardo Road/Via Del Campo – LOS F/E during the AM/PM peak hours (*Year 2035 With Project*)
- Intersection #4. Rancho Bernardo Road/West Bernardo Drive – LOS F/E during the AM/PM peak hours (*Year 2035 With Project*)

Appendix J contains the peak hour intersection analysis worksheets for the Opening Day and Year 2035 With Office Project conditions.

13.2.2 Daily Street Segment Operations

Tables 13–4 and 13–5 summarize the key segment operations in the study area for the Opening Day and Year 2035 With Project conditions, respectively. As seen in these tables, the study area segments are calculated to continue to operate at LOS D or better.

TABLE 13-2
OFFICE PROJECT – OPENING DAY INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Opening Day Without Project		Opening Day With Office Project		Delay Δ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
1. Rancho Bernardo Rd/ Camino San Bernardo	Signal	AM PM	17.7 22.8	B C	19.8 23.9	B C	2.7 2.1	No No
2. Rancho Bernardo Rd/ Via Del Campo	Signal	AM PM	35.4 22.0	D C	41.7 25.5	D C	8.1 4.3	No No
3. Rancho Bernardo Rd/ Matinal Rd	Signal	AM PM	18.3 12.3	B B	29.3 38.4	C D	11.7 26.5	No No
4. Rancho Bernardo Rd/ W. Bernardo Dr	Signal	AM PM	38.8 47.4	D D	62.1 60.9	E E	24.3 22.8	Yes Yes
9. Rancho Bernardo Rd/ I-15 SB Ramps	Signal	AM PM	29.2 15.8	C B	31.7 16.0	C B	3.0 0.4	No No
10. Rancho Bernardo Rd/ I-15 NB Ramps	Signal	AM PM	21.2 21.1	C C	22.4 21.1	C C	1.3 0.1	No No
11. Rancho Bernardo Rd/ Bernardo Center Dr	Signal	AM PM	29.6 34.8	C C	30.3 35.2	C D	1.0 1.1	No No
12. W. Bernardo Dr/ Duenda Rd	Signal	AM PM	21.0 21.4	C C	21.1 21.4	C C	0.2 0.1	No No
11. W. Bernardo Dr/ Via Del Campo	Signal	AM PM	15.8 19.4	B B	16.0 21.7	B C	0.3 2.7	No No
12. W. Bernardo Dr/ Bernardo Center Dr	Signal	AM PM	15.6 17.2	B B	16.0 17.7	B B	0.5 0.7	No No

Footnotes:

- Average delay expressed in seconds per vehicle.
- Level of Service.
- Δ denotes the increase in delay due to Project.

General Notes:

- Sig = Significant impact, yes or no.
- Bold** typeface and **shading** represents a significant direct impact.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 13-3
OFFICE PROJECT – LONG-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Year 2035 Without Project		Year 2035 With Office Project		Delay Δ^c	Sig?
			Delay ^a	LOS ^b	Delay	LOS		
1. Rancho Bernardo Rd/ Camino San Bernardo	Signal	AM PM	23.3 36.0	C D	26.0 37.9	C D	2.7 1.9	No No
2. Rancho Bernardo Rd/ Via Del Campo	Signal	AM PM	79.8 61.3	E E	88.6 66.3	F E	8.8 5.0	Yes Yes
3. Rancho Bernardo Rd/ Matinal Rd	Signal	AM PM	27.6 11.8	C B	33.2 39.2	C D	6.8 28.2	No No
4. Rancho Bernardo Rd/ W. Bernardo Dr	Signal	AM PM	51.4 59.9	D E	80.8 76.0	F E	29.4 16.1	Yes Yes
5. Rancho Bernardo Rd/ I-15 SB Ramps	Signal	AM PM	21.9 13.4	C B	25.8 14.0	C B	3.9 0.6	No No
6. Rancho Bernardo Rd/ I-15 NB Ramps	Signal	AM PM	16.4 16.5	B B	17.5 16.6	B B	1.1 0.1	No No
7. Rancho Bernardo Rd/ Bernardo Center Dr	Signal	AM PM	34.1 44.0	C D	35.0 44.6	D D	0.9 0.6	No No
8. W. Bernardo Dr/ Duenda Rd	Signal	AM PM	23.2 22.7	C C	23.4 22.7	C C	0.2 0.0	No No
9. W. Bernardo Dr/ Via Del Campo	Signal	AM PM	22.5 22.0	B C	22.6 24.1	C C	0.1 2.1	No No
10. W. Bernardo Dr/ Bernardo Center Dr	Signal	AM PM	16.0 18.5	B B	16.4 19.1	B B	0.4 0.6	No No

Footnotes:

- Average delay expressed in seconds per vehicle.
- Level of Service.
- Δ denotes the increase in delay due to Project.

General Notes:

- Sig = Significant impact, yes or no.
- Bold** typeface and **shading** represents a significant cumulative impact.

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

TABLE 13-4
OFFICE PROJECT – OPENING DAY STREET SEGMENT OPERATIONS

Street Segment	Functional Capacity (LOS E) ^a	Opening Day Without Project			Opening Day With Office Project			Δ ^e	Sig?
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
Rancho Bernardo Road									
1. Camino San Bernardo to Via Del Campo	40,000	28,335	C	0.708	28,865	C	0.722	0.014	No
2. Via Del Campo to Matinal Road	40,000	29,205	C	0.730	30,005	D	0.750	0.020	No
3. Matinal Road to West Bernardo Drive	40,000	29,387	C	0.735	31,837	D	0.796	0.061	No
4. West Bernardo Drive to I-15 SB Ramps ^f	60,000	49,438	C	0.824	51,618	D	0.860	0.036	No
5. I-15 NB Ramps to Bernardo Center Drive	40,000	36,696	E	0.917	37,026	E	0.926	0.009	No
6. Bernardo Center Drive to Bernardo Oaks Drive	40,000	27,712	C	0.693	27,912	C	0.698	0.005	No
West Bernardo Drive									
7. Duenda Road to Rancho Bernardo Road	30,000	14,900	C	0.497	15,000	C	0.500	0.003	No
8. Via Del Campo to Bernardo Center Drive	30,000	13,457	B	0.449	13,727	B	0.458	0.009	No
Via Del Campo									
9. Rancho Bernardo Road to West Bernardo Drive ^g	15,000	4,900	A	0.327	5,170	B	0.345	0.018	No

Footnotes:

- a. Capacities based on City of San Diego Roadway Classification & LOS table (See *Appendix B*).
- b. Average Daily Traffic.
- c. Level of Service.
- d. Volume to Capacity ratio.
- e. Δ denotes a Project-induced increase in the Volume to Capacity ratio.
- f. With a speed limit of 50 mph, a curb-to-curb width of approximately 108 feet, a 20-foot landscaped median and no on-street parking, the characteristics of this segment functions as a Primary Arterial with an LOS E capacity of 60,000 ADT.
- g. Roadway consists of two travel lanes with a two-way center turn lane. Rancho Bernardo Community Plan 3-Lane Collector equivalent to 2-Lane Collector with TWLTL (third lane).

General Notes:

1. Sig = Significant impact, yes or no.

**TABLE 13-5
OFFICE PROJECT – LONG-TERM STREET SEGMENT OPERATIONS**

Street Segment	Functional Capacity (LOS E) ^a	Year 2035 Without Project			Year 2035 With Office Project			Δ ^e	Sig?
		ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C		
Rancho Bernardo Road									
1. Camino San Bernardo to Via Del Campo	40,000	32,570	D	0.814	33,100	D	0.828	0.014	No
2. Via Del Campo to Matinal Road	40,000	31,800	D	0.795	32,600	D	0.815	0.020	No
3. Matinal Road to West Bernardo Drive	40,000	29,150	C	0.729	31,600	D	0.790	0.061	No
4. West Bernardo Drive to I-15 SB Ramps ^f	60,000	50,420	D	0.840	52,600	D	0.877	0.037	No
5. I-15 NB Ramps to Bernardo Center Drive	50,000	42,570	D	0.851	42,900	D	0.858	0.007	No
6. Bernardo Center Drive to Bernardo Oaks Drive	40,000	32,600	D	0.815	32,800	D	0.820	0.005	No
West Bernardo Drive									
7. Duenda Road to Rancho Bernardo Road	30,000	18,400	C	0.613	18,500	C	0.617	0.004	No
8. Via Del Campo to Bernardo Center Drive	30,000	16,230	C	0.541	16,500	C	0.550	0.009	No
Via Del Campo									
9. Rancho Bernardo Road to West Bernardo Drive	15,000	6,030	B	0.402	6,300	B	0.420	0.018	No

Footnotes:

- a. Capacities based on City of San Diego Roadway Classification Table.
- b. Average Daily Traffic Volumes.
- c. Level of Service.
- d. Volume to Capacity.
- e. Δ denotes a Project-induced increase in the Volume to Capacity ratio.
- f. With a speed limit of 50 mph, a curb-to-curb width of approximately 108 feet, a 20-foot landscaped median and no on-street parking, the characteristics of this segment functions as a Primary Arterial with an LOS E capacity of 60,000 ADT.

General Notes

1. Sig = Significant impact, yes or no.

13.3 Comparisons and Conclusions

For the office development, the tables above identify one (1) direct impact and two (2) cumulative impacts at the study area intersections. No street segment impacts were identified. The proposed Project results in zero (0) direct impacts and three (3) cumulative intersection impacts.

The entitled office project results in a higher percentage of peak hour trips than the proposed Project. An office building generates the majority of its traffic during the morning commute to work and the evening commute home. This is represented in the Opening Day analysis where a direct impact is calculated with the office project given the PM peak is forecasted at 14% for the office use (530 trips) and 9% for the education center (304 trips) with an almost equal amount of daily trips generated (3,300 office ADT; 3,374 education center ADT).

However, in the long-term, the reduced reserve capacity on the street system due to ambient growth in the area from buildout of the surrounding Community Plan land uses results in similar significant impacts to the street system with the development of either the office project or proposed education center.

Table 13–6 shows a comparison of the impacts calculated between the approved entitlements and the proposed Project.

TABLE 13–6
SIGNIFICANTLY IMPACTED LOCATIONS
PROPOSED PROJECT VS. ENTITLED OFFICE DEVELOPMENT

Intersection	Opening Day Impact		Year 2035 Impact	
	Proposed Project	Entitled Office Development	Proposed Project	Entitled Office Development
2. Rancho Bernardo Road/ Via Del Campo	None	None	Cumulative	Cumulative
3. Rancho Bernardo Road/ Matinal Road/ Project Access	None	None	Cumulative	None
4. Rancho Bernardo Road/ West Bernardo Drive	None	Direct	Cumulative	Cumulative

14.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) plans are comprised of features, practices and incentives to encourage staff/faculty, visitors, and students to use alternate forms of transportation other than single-occupancy vehicles. The goal of these plans is to reduce and/or remove vehicle trips out of peak hours, thereby relieving congestion. The Project is offering the TDM plan as a benefit to both the enrolled students and the community in addition to the mitigation measures included in this report.

The Project's TDM program will include the following measures, and will be finalized prior to the approval of the Project:

1. The Project will coordinate with the Metropolitan Transit System (MTS) to determine the feasibility of providing a bus stop on campus.
2. Bicycle racks will be provided for student and staff/faculty use and the provision of bike lockers and showers will be explored at a future date.
3. Transportation information will be displayed in common areas accessible to students, faculty and staff. Transportation Information Displays should include, at a minimum, the following materials:
 - Ridesharing promotional material;
 - Bicycle route and parking including maps and bicycle safety information;
 - Materials publicizing internet and telephone numbers for referrals on transportation information;
 - Promotional materials supplied by NCTD, MTS, and/or other publicly supported transportation organizations; and
 - A listing of facilities at the site for carpoolers/vanpoolers, transit riders, bicyclist and pedestrians, including information on the availability of preferential carpool/vanpool parking spaces and the methods for obtaining these spaces.
4. Carpool/vanpool parking spaces will be provided in preferentially located areas (closest to building entrances). These spaces will be signed and striped "Car/Vanpool Parking Only". Information about the availability of and the means of accessing the car/vanpool parking spaces will be posted on Transportation Information Displays located in common areas and the campus website.
5. Provide charging station(s) for electric vehicles.
6. Balance class schedules by spreading classes throughout the course of the day to reduce peak hour volumes during the peak hours of the adjacent street system.

15.0 SIGNIFICANCE OF IMPACTS AND MITIGATION MEASURES

15.1 Significance of Impacts

Per City of San Diego significance thresholds and the analysis methodology presented in this report, Project-related traffic is calculated to result in three (3) *cumulative* significant intersection impacts. Zero (0) *direct* impacts were calculated.

The following section identifies the significance of impacts and recommended mitigation to address the identified cumulative intersection impacts.

INTERSECTIONS

- TRA-1. Intersection #2. Rancho Bernardo Road/ Via Del Campo
- TRA-2. Intersection #3. Rancho Bernardo Road/ Matinal Road/ Project Access
- TRA-3. Intersection #4. Rancho Bernardo Road/ West Bernardo Drive

15.2 Mitigation Measures

The following mitigation measures are recommended to mitigate the cumulative intersection impacts. Post-mitigation analyses are provided in **Table 15-1**.

Appendix K provides the post-mitigation intersection analysis worksheets.

INTERSECTIONS

- TRA-1. **Intersection #2. Rancho Bernardo Road/ Via Del Campo** – The Project shall reconstruct the median on the south leg of the intersection and restripe the northbound approach within the existing paved width to provide a third lane (an exclusive left-turn lane), thru lane, and dedicated right-turn lane. In addition, a traffic signal modification if required. Implementation of this improvement reduces the cumulative impact to below significant levels.
- TRA-2. **Intersection #3. Rancho Bernardo Road/ Matinal Road/ Project Access** – Restripe the northbound approach to provide a shared left-turn/thru lane and a dedicated right-turn lane. Implementation of these improvements reduces this cumulative impact to below significant levels.

Alternatively, the northbound approach can be restriped with dedicated left-turn and right-turn lanes (with northbound thru movements prohibited) and the southbound approach with a shared left-turn/right-turn lane and southbound thru movement prohibited.
- TRA-3. **Intersection #4. Rancho Bernardo Road/ West Bernardo Drive** – The Rancho Bernardo Road/ West Bernardo Drive intersection has recently been improved to its ultimate Community Plan classification. Improvements per the *Rancho Bernardo Public Facilities Financing Plan (PFFP)* Project No. T-14 widened Rancho Bernardo Road to

its current six-lane cross-section, which included additional lanes at the westbound approach to West Bernardo Drive. Extensive research was conducted to determine the feasibility of providing capacity-enhancing improvements at this intersection.

All intersection approaches provide dual left-turn lanes. The westbound and northbound approach provide dedicated right-turn lanes. Consideration was given toward providing a right-turn overlap phase for the westbound right-turn lane. With this improvement, the intersection was calculated to continue to operate at significant LOS F conditions.

In addition, there is no available right-of-way along these roadways. Even if it was feasible to widen Rancho Bernardo Road and/or West Bernardo Drive to include dedicated right-turn lanes at the eastbound and southbound approaches, the analysis proved these improvements would not reduce the impact to below significant levels. Field observations, a review of the available right-of-way, and operational analyses completed with the improvements suggested above conclude that improvements including additional lanes, signal timing modifications, right-turn overlap phasing, etc. are physically infeasible and/or do not reduce levels of service to below a level of significance. Therefore, the cumulative impact at this intersection would remain significant and unmitigated.

It should be noted that the Project proposes to implement a Transportation Demand Management Plan help alleviate peak hour congestion along the study area street system.

TABLE 15-1
CUMULATIVE INTERSECTION IMPACTS
MITIGATION MEASURES & POST-MITIGATION OPERATIONS

MM#	Intersection	Traffic Control	Peak Hour	Year 2035 Without Project		Year 2035 With Project Pre-Mitigation		Existing + Cumulative Projects + Project Post-Mitigation			Fully Mitigated?
				Delay	LOS	Delay	LOS	Recommended Improvements	Delay	LOS	
TRA-1	Intersection #2: Rancho Bernardo Rd/ Via Del Campo	Signal	AM PM	79.8 61.3	E E	93.9 66.7	F E	Reconstruct the median on the south leg of the intersection and restripe the northbound approach within the existing paved width to provide an exclusive left-turn lane, thru lane, and dedicated right-turn lane. In addition, a traffic signal modification is required.	72.0 55.4	E E	Yes
TRA-2	Intersection #3: Rancho Bernardo Rd/ Matinal Rd/ Project Access	Signal	AM PM	27.6 11.8	C B	62.4 61.0	E E	Restripe the northbound approach to provide a shared left-turn/thru lane and a dedicated right turn lane.	52.8 54.0	D D	Yes
TRA-3	Intersection #3: Rancho Bernardo Rd/ West Bernardo Dr	Signal	AM PM	51.4 59.9	D E	96.7 66.2	F E	Not applicable.	— —	— —	No

General Notes:

1. MM# = Mitigation measure number.
2. Sig = Significant impact post-mitigation.
3. Pre-mitigation and post-mitigation analysis shown is for the Year 2035 With Project condition.
4. Mitigation provided for locations currently operating at LOS E or F are required to improve operations to better than or equal to pre-Project conditions only.
5. Intersections operating at LOS E with a change in delay of less than 2.0 seconds and intersections operating at LOS with a change in delay of less than 1.0 seconds are considered mitigated to below a level of significance.
6. Fully mitigated indicates the cumulative impacts is reduced to below significant levels.

End of Report

TECHNICAL APPENDICES
PALOMAR COMMUNITY COLLEGE DISTRICT
SOUTH EDUCATION CENTER
San Diego, California
March 24, 2016

LLG Ref. 3-15-2464

APPENDICES

APPENDIX

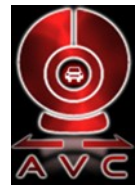
- A. Intersection and Segment Manual Count Sheets, Caltrans Data
- B. City of San Diego Roadway Classification Table
- C. Existing Intersection Analysis Worksheets
- D. SANDAG Select Zone Assignment and Year 2035 Traffic Volumes and Land Use Data
- E. Opening Day Without Project Intersection Analysis Worksheets
- F. Opening Day With Project Intersection Analysis Worksheets
- G. Rancho Bernardo and Black Mountain Ranch Public Facilities Financing Plan Excerpts
- H. Year 2035 Without Project Intersection Analysis Worksheets
- I. Year 2035 With Project Intersection Analysis Worksheets
- J. Entitled Office Development Traffic Volumes and Intersection Analysis Worksheets
- K. Post-Mitigation Intersection Analysis Worksheets

APPENDIX A

INTERSECTION AND SEGMENT MANUAL COUNT SHEETS, CALTRANS DATA

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ Camino San Bernardo

Date of Count: Tuesday, May 19, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0351



Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ Camino San Bernardo

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	0	112	106	35	0	10	31	162	0	456
7:15 AM	0	0	0	1	153	87	36	1	2	28	154	0	462
7:30 AM	0	0	1	0	155	105	56	0	6	48	180	0	551
7:45 AM	0	0	0	0	262	81	33	0	7	38	211	0	632
8:00 AM	0	0	1	0	204	105	35	0	11	30	254	0	640
8:15 AM	0	0	1	0	119	96	58	0	7	49	191	0	521
8:30 AM	0	0	2	1	107	118	47	0	12	54	214	0	555
8:45 AM	0	0	1	1	154	111	53	0	10	57	176	0	563
Total	0	0	6	3	1,266	809	353	1	65	335	1,542	0	4,380

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	4	1	692	400	173	0	37	171	870	0	2,348
PHF	#####	#####	0.50	0.25	0.66	0.85	0.75	#####	0.77	0.79	0.86	#####	0.92
Movement PHF		0.50			0.80			0.81			0.92		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	2	0	174	42	101	0	34	33	170	0	556
4:15 PM	0	0	2	0	189	48	109	0	39	36	150	0	573
4:30 PM	0	0	1	0	133	99	50	0	12	32	229	0	556
4:45 PM	0	0	1	0	145	97	56	0	6	47	182	0	534
5:00 PM	0	0	1	0	151	104	38	0	11	42	290	0	637
5:15 PM	0	0	1	0	202	92	82	0	26	56	208	0	667
5:30 PM	0	0	1	0	139	98	63	0	15	64	248	0	628
5:45 PM	0	0	0	0	209	43	127	0	57	46	153	1	636
Total	0	0	9	0	1,342	623	626	0	200	356	1,630	1	4,787

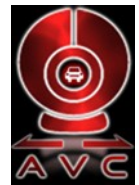
PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	3	0	701	337	310	0	109	208	899	1	2568
PHF	#####	#####	0.75	#####	0.839	0.81	0.61	#####	0.478	0.813	0.775	0.25	0.96
Movement PHF		0.75			0.88			0.57			0.83		0.96

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ Via Del Campo

Date of Count: Tuesday, May 19, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0351



Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ Via Del Campo

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	1	2	0	236	114	4	1	9	43	157	0	567
7:15 AM	0	0	0	0	255	151	2	0	11	94	226	2	741
7:30 AM	0	0	0	0	275	145	3	0	10	46	194	1	674
7:45 AM	0	0	1	0	409	148	3	0	15	70	207	0	853
8:00 AM	0	0	0	0	269	152	9	0	23	92	231	1	777
8:15 AM	0	0	0	0	231	101	17	0	17	72	192	0	630
8:30 AM	0	0	0	0	225	112	6	0	16	64	199	1	623
8:45 AM	0	0	2	1	256	125	1	0	17	75	174	0	651
Total	0	1	5	1	2,156	1,048	45	1	118	556	1,580	5	5,516

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	1	0	1,208	596	17	0	59	302	858	4	3,045
PHF	#####	#####	0.25	#####	0.74	0.98	0.47	#####	0.64	0.80	0.93	0.50	0.89
Movement PHF		0.25			0.81			0.59			0.90		0.89

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	0	199	9	83	1	31	25	260	1	609
4:15 PM	0	0	0	1	219	6	67	1	48	19	255	1	617
4:30 PM	0	1	0	0	211	3	103	0	57	20	273	1	669
4:45 PM	0	0	0	0	183	7	81	1	67	20	222	1	582
5:00 PM	0	0	0	0	214	4	112	0	92	10	348	4	784
5:15 PM	0	0	1	1	270	5	79	0	56	11	310	2	735
5:30 PM	0	0	0	0	181	4	88	0	69	15	306	0	663
5:45 PM	0	0	0	0	209	5	62	0	59	13	316	0	664
Total	0	1	1	2	1,686	43	675	3	479	133	2,290	10	5,323

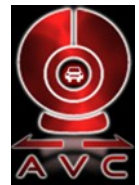
PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	1	1	874	18	341	0	276	49	1280	6	2846
PHF	#####	#####	0.25	0.25	0.809	0.9	0.761	#####	0.75	0.817	0.92	0.375	0.91
Movement PHF		0.25			0.81			0.76			0.92		0.91

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ Matinal Road

Date of Count: Tuesday, May 19, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0351



Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ Matinal Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	32	0	28	2	300	0	0	0	0	0	162	2	526
7:15 AM	34	0	20	2	357	0	0	0	0	0	192	10	615
7:30 AM	35	0	15	10	362	0	0	0	0	0	158	10	590
7:45 AM	33	0	17	2	497	0	0	0	0	0	181	9	739
8:00 AM	39	0	30	2	356	0	0	0	0	0	211	4	642
8:15 AM	32	0	12	10	277	0	0	0	0	0	170	11	512
8:30 AM	34	0	9	7	316	1	0	0	0	0	172	6	545
8:45 AM	38	0	7	10	339	1	0	0	0	0	167	7	569
Total	277	0	138	45	2,804	2	0	0	0	0	1,413	59	4,738

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.87**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	141	0	82	16	1,572	0	0	0	0	0	742	33	2,586
PHF	0.90	#####	0.68	0.40	0.79	#####	#####	#####	#####	#####	0.88	0.83	0.87
Movement PHF		0.81			0.80		#DIV/0!				0.90		0.87

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	17	0	8	9	185	0	0	0	0	0	317	30	566
4:15 PM	36	0	11	7	223	1	0	0	0	0	290	9	577
4:30 PM	43	0	28	2	195	0	0	0	0	0	349	2	619
4:45 PM	37	0	17	3	172	0	0	0	0	0	262	11	502
5:00 PM	26	0	12	10	219	0	0	0	0	0	417	19	703
5:15 PM	18	0	8	8	233	0	0	0	0	0	340	28	635
5:30 PM	37	0	15	11	174	1	0	0	0	0	355	14	607
5:45 PM	24	0	5	16	183	0	0	0	0	0	321	48	597
Total	238	0	104	66	1,584	2	0	0	0	0	2,651	161	4,806

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	105	0	40	45	809	1	0	0	0	0	1433	109	2542
PHF	0.71	#####	0.667	0.703	0.868	0.25	#####	#####	#####	#####	0.859	0.568	0.90
Movement PHF		0.70			0.89		#DIV/0!				0.88		0.90

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ Olmeda Way

Date of Count: Tuesday, May 19, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0351



Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ Olmeda Way

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	8	10	3	294		187	2	504
7:15 AM	1	5	3	358		210	2	579
7:30 AM	5	3	3	367		172	1	551
7:45 AM	5	4	1	494		197	1	702
8:00 AM	5	6	5	353		238	3	610
8:15 AM	1	5	6	286		180	2	480
8:30 AM	0	7	3	324		180	1	515
8:45 AM	3	5	2	347		173	1	531
Total	28	45	26	2,823		1,537	13	4,472

AM Intersection Peak Hour : **7:15 AM - 8:15 AM**

Intersection PHF : **0.87**

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
Volume	16	18	12	1,572		817	7	2,442
PHF	0.80	0.75	0.60	0.80		0.86	0.58	0.87
Movement PHF		0.77		0.80		0.85		0.87

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	0	0	4	194		316	9	523
4:15 PM	3	3	4	228		289	12	539
4:30 PM	3	2	9	194		362	15	585
4:45 PM	1	1	5	174		264	15	460
5:00 PM	1	1	9	228		404	25	668
5:15 PM	3	2	4	238		329	19	595
5:30 PM	0	2	8	186		346	24	566
5:45 PM	2	0	11	197		321	5	536
Total	13	11	54	1,639		2,631	124	4,472

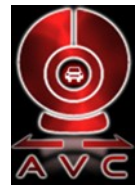
PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.89**

	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
Volume	6	5	32	849		1400	73	2365
PHF	0.50	0.625	0.727	0.892		0.866	0.73	0.89
Movement PHF		0.55		0.91		0.86		0.89

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ West Bernardo Drive

Date of Count: Tuesday, May 19, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0351



Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ West Bernardo Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	29	72	182	30	294	147	47	3	12	17	141	6	980
7:15 AM	26	77	171	61	338	135	21	13	31	12	145	9	1,039
7:30 AM	49	62	157	69	360	108	29	19	25	16	165	13	1,072
7:45 AM	26	78	170	72	394	146	21	13	31	12	125	9	1,097
8:00 AM	32	82	155	63	339	134	25	20	26	16	155	9	1,056
8:15 AM	57	87	161	67	364	111	32	33	23	16	164	11	1,126
8:30 AM	28	88	165	71	342	143	23	21	30	12	95	9	1,027
8:45 AM	30	65	104	42	338	151	31	9	17	11	212	20	1,030
Total	277	611	1,265	475	2,769	1,075	229	131	195	112	1,202	86	8,427

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	164	309	643	271	1,457	499	107	85	105	60	609	42	4,351
PHF	0.72	0.89	0.95	0.94	0.92	0.85	0.84	0.64	0.85	0.94	0.92	0.81	0.97
Movement PHF		0.91			0.91			0.84			0.92		0.97

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	13	19	82	100	173	42	151	74	24	7	327	38	1,050
4:15 PM	15	19	73	88	170	57	115	84	24	7	318	33	1,003
4:30 PM	13	10	64	102	173	55	141	79	34	12	342	42	1,067
4:45 PM	18	29	89	104	193	56	125	91	22	5	283	38	1,053
5:00 PM	18	15	86	112	195	37	118	79	23	4	401	35	1,123
5:15 PM	11	19	69	97	211	43	162	75	25	7	347	45	1,111
5:30 PM	16	20	90	112	213	32	118	86	27	3	317	37	1,071
5:45 PM	20	10	80	156	210	20	129	78	36	7	309	37	1,092
Total	124	141	633	871	1,538	342	1,059	646	215	52	2,644	305	8,570

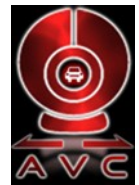
PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	65	64	325	477	829	132	527	318	111	21	1374	154	4397
PHF	0.81	0.8	0.903	0.764	0.973	0.767	0.813	0.924	0.771	0.75	0.857	0.856	0.98
Movement PHF		0.90			0.93			0.91			0.88		0.98

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ I-15 Southbound Ramps

Date of Count: Tuesday, May 19, 2015

Analysts: LV/CD

Weather: Sunny

AVC Proj No: 15-0351



Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ I-15 Southbound Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	240	0	117	162	231	0	0	0	0	177	193	0	1,120
7:15 AM	223	0	97	113	311	0	0	0	0	174	163	0	1,081
7:30 AM	196	0	125	60	341	0	0	0	0	140	211	0	1,073
7:45 AM	287	0	175	67	325	0	0	0	0	137	179	0	1,170
8:00 AM	270	0	146	143	266	0	0	0	0	143	192	0	1,160
8:15 AM	228	0	180	152	314	0	0	0	0	143	214	0	1,231
8:30 AM	301	0	150	134	255	0	0	0	0	132	151	0	1,123
8:45 AM	221	0	165	113	310	0	0	0	0	142	205	0	1,156
Total	1,966	0	1,155	944	2,353	0	0	0	0	1,188	1,508	0	9,114

AM Intersection Peak Hour : **7:45 AM - 8:45 AM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1,086	0	651	496	1,160	0	0	0	0	555	736	0	4,684
PHF	0.90	#####	0.90	0.82	0.89	#####	#####	#####	#####	0.97	0.86	#####	0.95
Movement PHF		0.94			0.89		#DIV/0!				0.90		0.95

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	93	0	86	105	222	0	0	0	0	207	353	0	1,066
4:15 PM	94	0	110	174	221	0	0	0	0	206	300	0	1,105
4:30 PM	90	0	100	190	240	0	0	0	0	191	356	0	1,167
4:45 PM	103	0	109	120	250	0	0	0	0	171	326	0	1,079
5:00 PM	109	0	82	163	235	0	0	0	0	228	377	0	1,194
5:15 PM	71	0	118	86	280	0	0	0	0	185	393	0	1,133
5:30 PM	91	0	86	150	266	0	0	0	0	183	342	0	1,118
5:45 PM	95	0	94	82	291	0	0	0	0	169	349	0	1,080
Total	746	0	785	1,070	2,005	0	0	0	0	1,540	2,796	0	8,942

PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	373	0	409	559	1005	0	0	0	0	775	1452	0	4573
PHF	0.86	#####	0.867	0.736	0.897	#####	#####	#####	#####	0.85	0.924	#####	0.96
Movement PHF		0.92			0.91		#DIV/0!				0.92		0.96

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ I-15 Northbound Ramps

Date of Count: Tuesday, May 19, 2015

Analysts: LV/CD

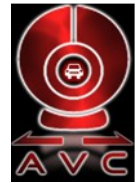
Weather: Sunny

AVC Proj No: 15-0351



Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ I-15 Northbound Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	0	0	57	268	0	89	0	125	146	164	0	849
7:15 AM	0	0	0	56	265	0	83	0	159	100	160	0	823
7:30 AM	0	0	0	74	240	0	117	0	161	133	203	0	928
7:45 AM	0	0	0	73	267	0	90	0	125	173	181	0	909
8:00 AM	0	0	0	63	296	0	92	0	113	141	197	0	902
8:15 AM	0	0	0	61	272	0	97	0	194	215	179	0	1,018
8:30 AM	0	0	0	96	237	0	116	0	152	83	218	0	902
8:45 AM	0	0	0	65	266	0	128	0	157	140	230	0	986
Total	0	0	0	545	2,111	0	812	0	1,186	1,131	1,532	0	7,317

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	285	1,071	0	433	0	616	579	824	0	3,808
PHF	#####	#####	#####	0.74	0.90	#####	0.85	#####	0.79	0.67	0.90	#####	0.94
Movement PHF	#DIV/0!			0.94			0.90			0.89			0.94

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	0	0	0	130	201	0	140	0	126	219	220	0	1,036
4:15 PM	0	0	0	123	254	0	105	0	141	206	204	0	1,033
4:30 PM	0	0	0	113	242	0	99	0	188	284	172	0	1,098
4:45 PM	0	0	0	125	230	0	119	0	140	217	218	0	1,049
5:00 PM	0	0	0	127	269	0	100	0	129	233	226	0	1,084
5:15 PM	0	0	0	122	216	0	114	0	150	277	234	0	1,113
5:30 PM	0	0	0	116	264	0	123	0	152	224	204	0	1,083
5:45 PM	0	0	0	87	212	0	154	0	161	225	218	0	1,057
Total	0	0	0	943	1,888	0	954	0	1,187	1,885	1,696	0	8,553

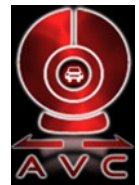
PM Intersection Peak Hour : **4:30 PM - 5:30 PM**

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	487	957	0	432	0	607	1011	850	0	4344
PHF	#####	#####	#####	0.959	0.889	#####	0.908	#####	0.807	0.89	0.908	#####	0.98
Movement PHF	#DIV/0!			0.91			0.91			0.91			0.98

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ Bernardo Center Drive

Date of Count: Tuesday, May 19, 2015

Analysts: LV/CD

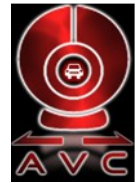
Weather: Sunny

AVC Proj No: 15-0351



Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Rancho Bernardo Road @ Bernardo Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	29	103	26	14	181	24	16	26	30	75	130	29	683
7:15 AM	25	73	25	18	233	30	14	45	60	63	121	34	741
7:30 AM	28	75	27	21	212	30	17	55	57	66	181	49	818
7:45 AM	33	95	26	30	222	51	24	40	66	80	142	44	853
8:00 AM	28	90	40	2	181	29	21	37	51	85	128	66	758
8:15 AM	23	54	37	20	185	43	30	72	85	64	137	76	826
8:30 AM	28	41	58	31	236	35	23	48	56	75	146	89	866
8:45 AM	29	62	50	32	202	56	35	31	64	75	171	88	895
Total	223	593	289	168	1,652	298	180	354	469	583	1,156	475	6,440

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	108	247	185	85	804	163	109	188	256	299	582	319	3,345
PHF	0.93	0.69	0.80	0.66	0.85	0.73	0.78	0.65	0.75	0.88	0.85	0.90	0.93
Movement PHF		0.85			0.87			0.74			0.90		0.93

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	18	79	44	28	164	21	55	111	106	79	174	66	945
4:15 PM	17	72	40	36	151	31	51	100	109	64	146	57	874
4:30 PM	28	73	44	43	166	44	71	122	98	71	157	69	986
4:45 PM	34	52	45	38	127	27	70	132	117	81	163	54	940
5:00 PM	20	55	37	29	99	24	43	95	102	51	163	66	784
5:15 PM	25	62	47	47	134	23	62	124	120	65	164	89	962
5:30 PM	24	64	33	53	136	26	78	96	110	55	158	79	912
5:45 PM	19	64	51	24	92	21	57	99	83	58	211	71	850
Total	185	521	341	298	1,069	217	487	879	845	524	1,336	551	7,253

PM Intersection Peak Hour : **4:00 PM - 5:00 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	97	276	173	145	608	123	247	465	430	295	640	246	3745
PHF	0.71	0.873	0.961	0.843	0.916	0.699	0.87	0.881	0.919	0.91	0.92	0.891	0.95
Movement PHF		0.94			0.87			0.89			0.93		0.95

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Duenda Road @ West Bernardo Drive

Date of Count: Tuesday, May 19, 2015

Analysts: LV/CD

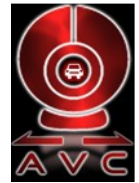
Weather: Sunny

AVC Proj No: 15-0351



Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: Duenda Road @ West Bernardo Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
7:00 AM	0	41	21	8	7	18	21	21	6	41	64	6	254
7:15 AM	1	49	23	11	11	18	12	19	5	26	21	4	200
7:30 AM	8	66	24	10	23	43	21	21	10	33	26	2	287
7:45 AM	1	59	29	13	13	21	17	27	6	35	38	5	264
8:00 AM	1	49	21	12	7	22	16	33	8	38	47	8	262
8:15 AM	0	44	23	5	8	16	20	19	6	42	59	5	247
8:30 AM	1	47	23	11	10	16	12	19	5	25	18	3	190
8:45 AM	1	38	16	7	6	14	11	23	6	24	17	6	169
Total	13	393	180	77	85	168	130	182	52	264	290	39	1,873

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	10	218	97	40	51	102	74	100	30	148	170	20	1,060
PHF	0.31	0.83	0.84	0.77	0.55	0.59	0.88	0.76	0.75	0.88	0.72	0.63	0.92
Movement PHF		0.83			0.63			0.89			0.80		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
4:00 PM	6	16	28	32	17	16	26	78	15	10	19	4	267
4:15 PM	5	63	32	20	14	25	17	30	8	37	29	6	286
4:30 PM	5	68	20	10	22	39	21	17	7	27	26	4	266
4:45 PM	1	48	25	11	12	18	12	27	6	31	32	3	226
5:00 PM	0	44	23	5	8	16	20	19	6	42	59	5	247
5:15 PM	1	66	31	16	11	23	23	26	9	37	30	5	278
5:30 PM	3	66	31	13	15	23	12	35	7	37	23	8	273
5:45 PM	8	25	21	29	36	11	35	67	44	14	19	3	312
Total	29	396	211	136	135	171	166	299	102	235	237	38	2,155

PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	12	201	106	63	70	73	90	147	66	130	131	21	1110
PHF	0.38	0.761	0.855	0.543	0.486	0.793	0.643	0.549	0.375	0.774	0.555	0.656	0.89
Movement PHF		0.80			0.68			0.52			0.67		0.89

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: West Bernardo Drive @ Via Del Campo

Date of Count: Tuesday, May 19, 2015

Analysts: LV/CD

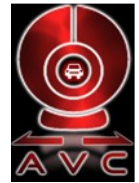
Weather: Sunny

AVC Proj No: 15-0351



Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: West Bernardo Drive @ Via Del Campo

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left
7:00 AM	7	7	18	50		71	47
7:15 AM	7	13	18	69		113	50
7:30 AM	9	9	32	72		93	74
7:45 AM	9	12	39	97		157	91
8:00 AM	13	14	44	61		131	112
8:15 AM	14	12	35	41		125	88
8:30 AM	5	13	43	46		97	76
8:45 AM	6	20	50	54		102	84
Total	70	100	279	490		889	622
							2,450

AM Intersection Peak Hour : **7:30 AM - 8:30 AM**

Intersection PHF : **0.85**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	45	47	150	271		506	365	1,384
PHF	0.80	0.84	0.85	0.70		0.81	0.81	0.85
Movement PHF		0.85		0.77		0.88		0.85

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
4:00 PM	56	28	10	78		81	6	259
4:15 PM	65	29	9	75		103	10	291
4:30 PM	66	38	9	89		80	10	292
4:45 PM	68	27	10	102		103	8	318
5:00 PM	113	52	6	132		89	10	402
5:15 PM	98	29	8	90		105	10	340
5:30 PM	67	40	14	102		98	4	325
5:45 PM	55	36	6	71		61	7	236
Total	588	279	72	739		720	65	2,463

PM Intersection Peak Hour : **4:45 PM - 5:45 PM**

Intersection PHF : **0.86**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	346	148	38	426		395	32	1385
PHF	0.77	0.712	0.679	0.807		0.94	0.8	0.86
Movement PHF		0.75		0.84		0.93		0.86

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: West Bernardo Drive @ Bernardo Center Drive

Date of Count: Tuesday, May 19, 2015

Analysts: LV/CD

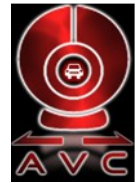
Weather: Sunny

AVC Proj No: 15-0351



Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: West Bernardo Drive @ Bernardo Center Drive

AM Period (7:00 AM - 9:00 AM)							
	Southbound			Northbound		Eastbound	
	Right	Thru		Thru	Left	Right	Left
7:00 AM	97	132		89	112	42	12
7:15 AM	130	97		89	103	47	10
7:30 AM	150	111		128	132	46	12
7:45 AM	134	113		94	113	53	15
8:00 AM	109	147		109	122	47	14
8:15 AM	154	111		126	145	42	12
8:30 AM	195	133		108	119	60	11
8:45 AM	224	93		107	215	37	18
Total	1,193	937		850	1,061	374	104
							4,519

AM Intersection Peak Hour : **8:00 AM - 9:00 AM**

Intersection PHF : **0.89**

	Southbound			Northbound		Eastbound		TOTAL
	Right	Thru		Thru	Left	Right	Left	
Volume	682	484		450	601	186	55	2,458
PHF	0.76	0.82		0.89	0.70	0.78	0.76	0.89
Movement PHF		0.89		0.82		0.85		0.89

PM Period (4:00 PM - 6:00 PM)							
	Southbound			Northbound		Eastbound	
	Right	Thru		Thru	Left	Right	Left
4:00 PM	19	75		124	50	115	141
4:15 PM	97	135		93	112	66	73
4:30 PM	95	115		81	92	119	90
4:45 PM	129	103		88	108	96	42
5:00 PM	97	112		85	92	112	66
5:15 PM	110	93		84	142	96	54
5:30 PM	126	67		97	113	95	57
5:45 PM	16	97		119	61	166	152
Total	689	797		771	770	865	675
							4,567

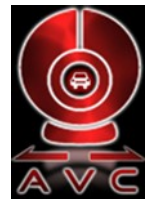
PM Intersection Peak Hour : **5:00 PM - 6:00 PM**

Intersection PHF : **0.94**

	Southbound			Northbound		Eastbound		TOTAL
	Right	Thru		Thru	Left	Right	Left	
Volume	349	369		385	408	469	329	2309
PHF	0.69	0.824		0.809	0.718	0.706	0.541	0.94
Movement PHF		0.86		0.88		0.63		0.94

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 1.Rancho Bernardo Road, Camino San Bernardo to Via Del Campo

Orientation: East-West

Date of Count: Tuesday, May 19, 2015

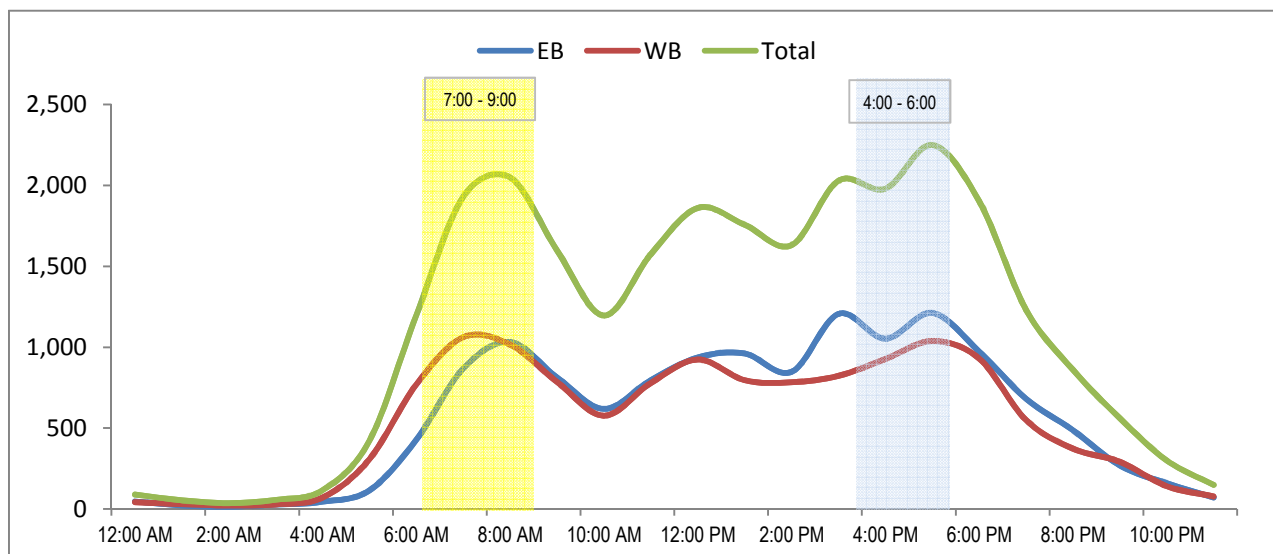
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0351

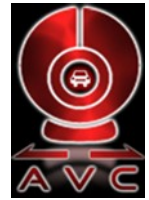
24 Hour Segment Volume						26,836				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		47	43	90		12:00 PM - 1:00 PM		937	924	1,861
1:00 AM - 2:00 AM		23	31	54		1:00 PM - 2:00 PM		961	796	1,757
2:00 AM - 3:00 AM		14	22	36		2:00 PM - 3:00 PM		848	783	1,631
3:00 AM - 4:00 AM		28	29	57		3:00 PM - 4:00 PM		1,206	823	2,029
4:00 AM - 5:00 AM		45	71	116		4:00 PM - 5:00 PM		1,053	927	1,980
5:00 AM - 6:00 AM		115	308	423		5:00 PM - 6:00 PM		1,212	1,038	2,250
6:00 AM - 7:00 AM		428	770	1,198		6:00 PM - 7:00 PM		973	930	1,903
7:00 AM - 8:00 AM		868	1,062	1,930		7:00 PM - 8:00 PM		682	550	1,232
8:00 AM - 9:00 AM		1,033	1,016	2,049		8:00 PM - 9:00 PM		487	373	860
9:00 AM - 10:00 AM		813	786	1,599	9:00 PM - 10:00 PM		269	292	561	
10:00 AM - 11:00 AM		619	577	1,196	10:00 PM - 11:00 PM		159	141	300	
11:00 AM - 12:00 PM		796	779	1575	11:00 PM - 12:00 AM		71	78	149	
Total		4,829	5,494	10,323	Total		8,858	7,655	16,513	

24-Hour	EB	Volume	13,687	24-Hour	WB	Volume	13,149
----------------	-----------	---------------	---------------	----------------	-----------	---------------	---------------



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 2.Rancho Bernardo Road, Via Del Campo to Olmeda Way

Orientation: East-West

Date of Count: Tuesday, May 19, 2015

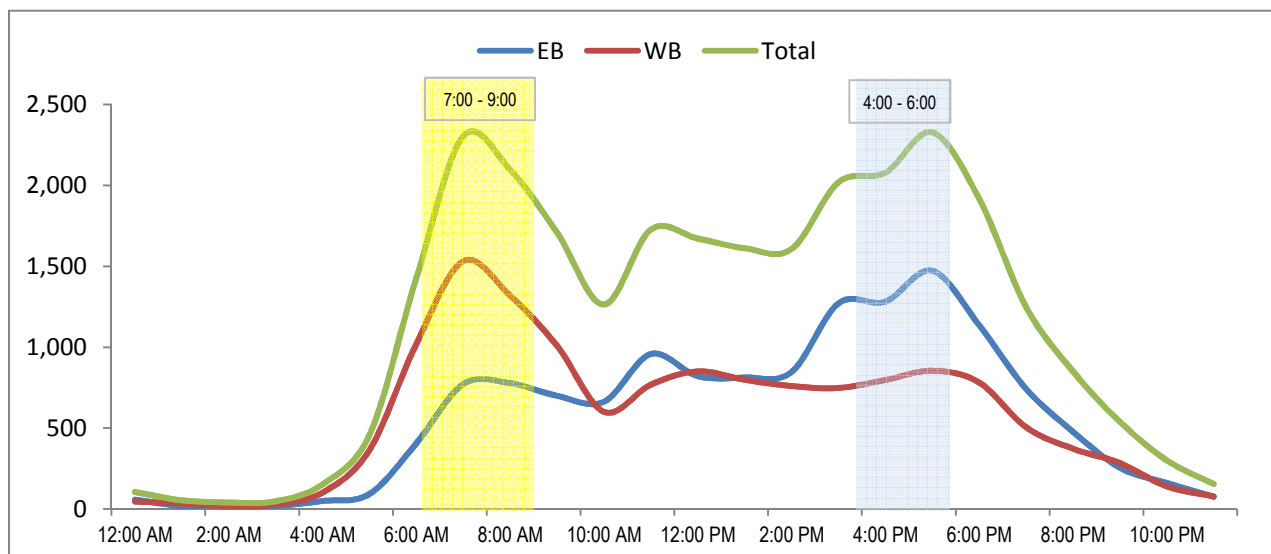
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0351

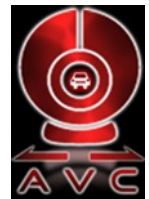
24 Hour Segment Volume						27,713				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		58	47	105		12:00 PM - 1:00 PM		821	851	1,672
1:00 AM - 2:00 AM		20	34	54		1:00 PM - 2:00 PM		813	799	1,612
2:00 AM - 3:00 AM		24	16	40		2:00 PM - 3:00 PM		847	760	1,607
3:00 AM - 4:00 AM		20	28	48		3:00 PM - 4:00 PM		1,271	748	2,019
4:00 AM - 5:00 AM		50	102	152		4:00 PM - 5:00 PM		1,282	797	2,079
5:00 AM - 6:00 AM		93	364	457		5:00 PM - 6:00 PM		1,473	855	2,328
6:00 AM - 7:00 AM		406	1,021	1,427		6:00 PM - 7:00 PM		1,136	782	1,918
7:00 AM - 8:00 AM		772	1,532	2,304		7:00 PM - 8:00 PM		743	506	1,249
8:00 AM - 9:00 AM		778	1,319	2,097		8:00 PM - 9:00 PM		478	373	851
9:00 AM - 10:00 AM		700	1,009	1,709		9:00 PM - 10:00 PM		255	284	539
10:00 AM - 11:00 AM		663	601	1,264	10:00 PM - 11:00 PM		161	140	301	
11:00 AM - 12:00 PM		958	769	1727	11:00 PM - 12:00 AM		76	78	154	
Total		4,542	6,842	11,384	Total		9,356	6,973	16,329	

24-Hour	EB	Volume	13,898	24-Hour	WB	Volume	13,815
----------------	-----------	---------------	---------------	----------------	-----------	---------------	---------------



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 3.Rancho Bernardo Road, Olmeda Way to West Bernardo Drive

Orientation: East-West

Date of Count: Tuesday, May 19, 2015

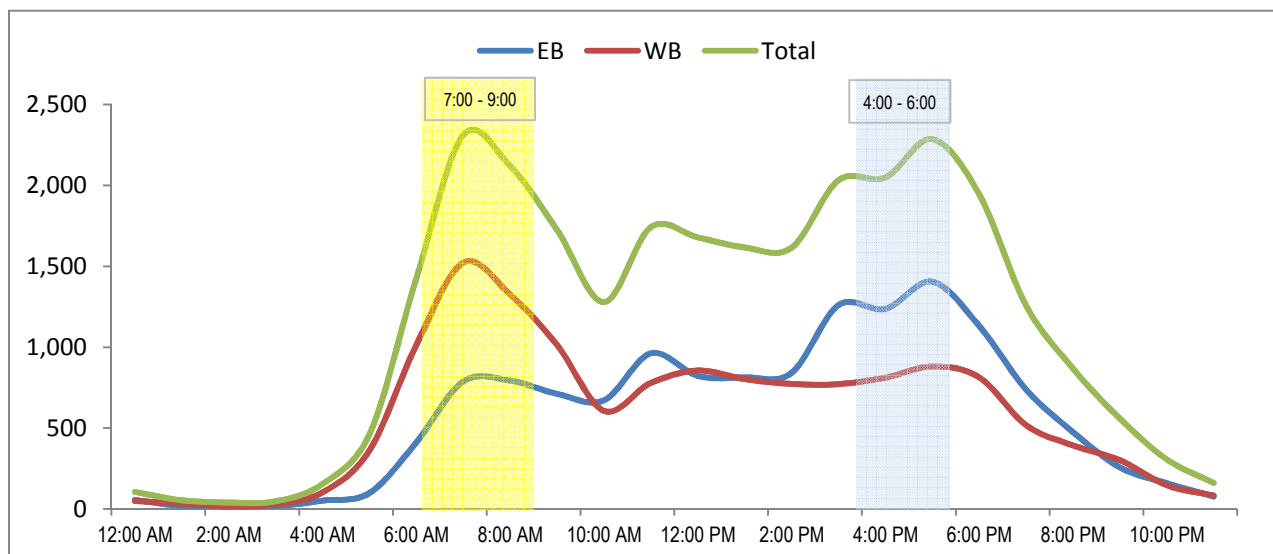
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0351

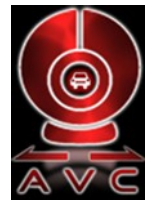
24 Hour Segment Volume						27,846				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		57	49	106		12:00 PM - 1:00 PM		823	856	1,679
1:00 AM - 2:00 AM		20	34	54		1:00 PM - 2:00 PM		814	803	1,617
2:00 AM - 3:00 AM		24	16	40		2:00 PM - 3:00 PM		842	773	1,615
3:00 AM - 4:00 AM		20	28	48		3:00 PM - 4:00 PM		1,260	772	2,032
4:00 AM - 5:00 AM		52	103	155		4:00 PM - 5:00 PM		1,237	812	2,049
5:00 AM - 6:00 AM		99	362	461		5:00 PM - 6:00 PM		1,405	881	2,286
6:00 AM - 7:00 AM		412	1,014	1,426		6:00 PM - 7:00 PM		1,132	814	1,946
7:00 AM - 8:00 AM		788	1,523	2,311		7:00 PM - 8:00 PM		739	519	1,258
8:00 AM - 9:00 AM		794	1,326	2,120		8:00 PM - 9:00 PM		476	393	869
9:00 AM - 10:00 AM		712	1,014	1,726		9:00 PM - 10:00 PM		257	302	559
10:00 AM - 11:00 AM		672	607	1,279	10:00 PM - 11:00 PM		160	147	307	
11:00 AM - 12:00 PM		962	780	1742	11:00 PM - 12:00 AM		78	83	161	
Total		4,612	6,856	11,468	Total		9,223	7,155	16,378	

24-Hour	EB	Volume	13,835	24-Hour	WB	Volume	14,011
----------------	-----------	---------------	---------------	----------------	-----------	---------------	---------------



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 4.Rancho Bernardo Road, West Bernardo Drive to the I-15 Southbound Ramps

Orientation: East-West

Date of Count: Tuesday, May 19, 2015

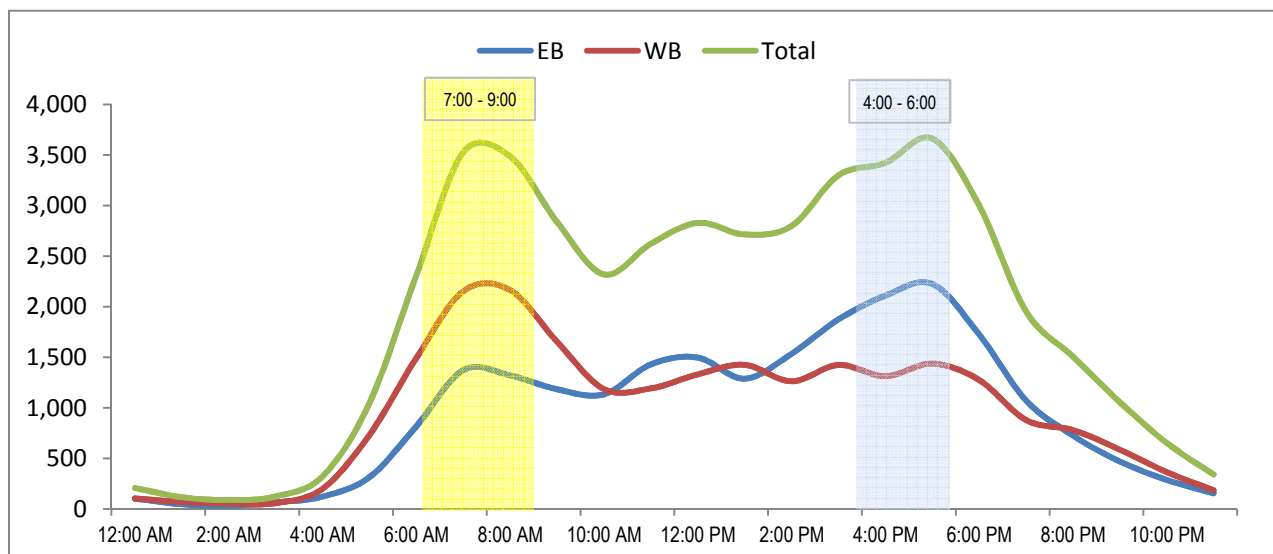
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0351

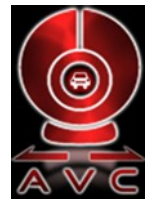
24 Hour Segment Volume						46,260				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM	- 1:00 AM	103	105	208		12:00 PM	- 1:00 PM	1,498	1,332	2,830
1:00 AM	- 2:00 AM	47	70	117		1:00 PM	- 2:00 PM	1,289	1,426	2,715
2:00 AM	- 3:00 AM	34	54	88		2:00 PM	- 3:00 PM	1,535	1,263	2,798
3:00 AM	- 4:00 AM	66	59	125		3:00 PM	- 4:00 PM	1,875	1,425	3,300
4:00 AM	- 5:00 AM	123	200	323		4:00 PM	- 5:00 PM	2,110	1,313	3,423
5:00 AM	- 6:00 AM	315	732	1,047		5:00 PM	- 6:00 PM	2,226	1,438	3,664
6:00 AM	- 7:00 AM	818	1,493	2,311		6:00 PM	- 7:00 PM	1,726	1,276	3,002
7:00 AM	- 8:00 AM	1,374	2,154	3,528		7:00 PM	- 8:00 PM	1,074	880	1,954
8:00 AM	- 9:00 AM	1,322	2,165	3,487		8:00 PM	- 9:00 PM	726	781	1,507
9:00 AM	- 10:00 AM	1,184	1,655	2,839		9:00 PM	- 10:00 PM	470	587	1,057
10:00 AM	- 11:00 AM	1,134	1,186	2,320	10:00 PM	- 11:00 PM	288	365	653	
11:00 AM	- 12:00 PM	1,430	1,193	2623	11:00 PM	- 12:00 AM	156	185	341	
Total		7,950	11,066	19,016	Total		14,973	12,271	27,244	

24-Hour	EB	Volume	22,923	24-Hour	WB	Volume	23,337
----------------	-----------	---------------	---------------	----------------	-----------	---------------	---------------



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 5.Rancho Bernardo Road, I-15 Northbound Ramps to Bernardo Center Drive

Orientation: East-West

Date of Count: Tuesday, May 19, 2015

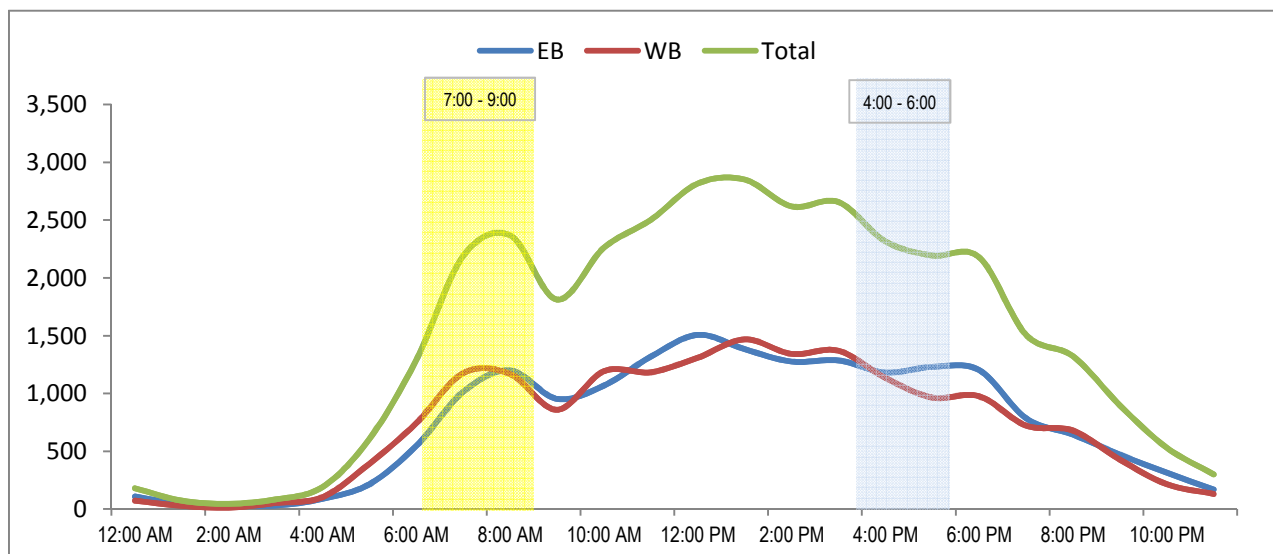
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0351

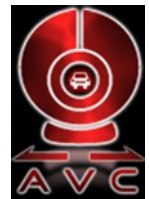
24 Hour Segment Volume						35,789				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		108	72	180		12:00 PM - 1:00 PM		1,507	1,309	2,816
1:00 AM - 2:00 AM		44	28	72		1:00 PM - 2:00 PM		1,383	1,468	2,851
2:00 AM - 3:00 AM		33	13	46		2:00 PM - 3:00 PM		1,276	1,342	2,618
3:00 AM - 4:00 AM		31	52	83		3:00 PM - 4:00 PM		1,286	1,370	2,656
4:00 AM - 5:00 AM		88	103	191		4:00 PM - 5:00 PM		1,181	1,135	2,316
5:00 AM - 6:00 AM		215	392	607		5:00 PM - 6:00 PM		1,230	964	2,194
6:00 AM - 7:00 AM		547	743	1,290		6:00 PM - 7:00 PM		1,202	976	2,178
7:00 AM - 8:00 AM		1,014	1,176	2,190		7:00 PM - 8:00 PM		786	722	1,508
8:00 AM - 9:00 AM		1,200	1,168	2,368		8:00 PM - 9:00 PM		643	679	1,322
9:00 AM - 10:00 AM		953	859	1,812		9:00 PM - 10:00 PM		470	427	897
10:00 AM - 11:00 AM		1,068	1,193	2,261	10:00 PM - 11:00 PM		315	215	530	
11:00 AM - 12:00 PM		1,319	1,184	2503	11:00 PM - 12:00 AM		169	131	300	
Total		6,620	6,983	13,603	Total		11,448	10,738	22,186	

24-Hour	EB	Volume	18,068	24-Hour	WB	Volume	17,721
----------------	-----------	---------------	---------------	----------------	-----------	---------------	---------------



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 6.Rancho Bernardo Road, Bernardo Center Drive to Bernardo Oaks Drive

Orientation: East-West

Date of Count: Tuesday, May 19, 2015

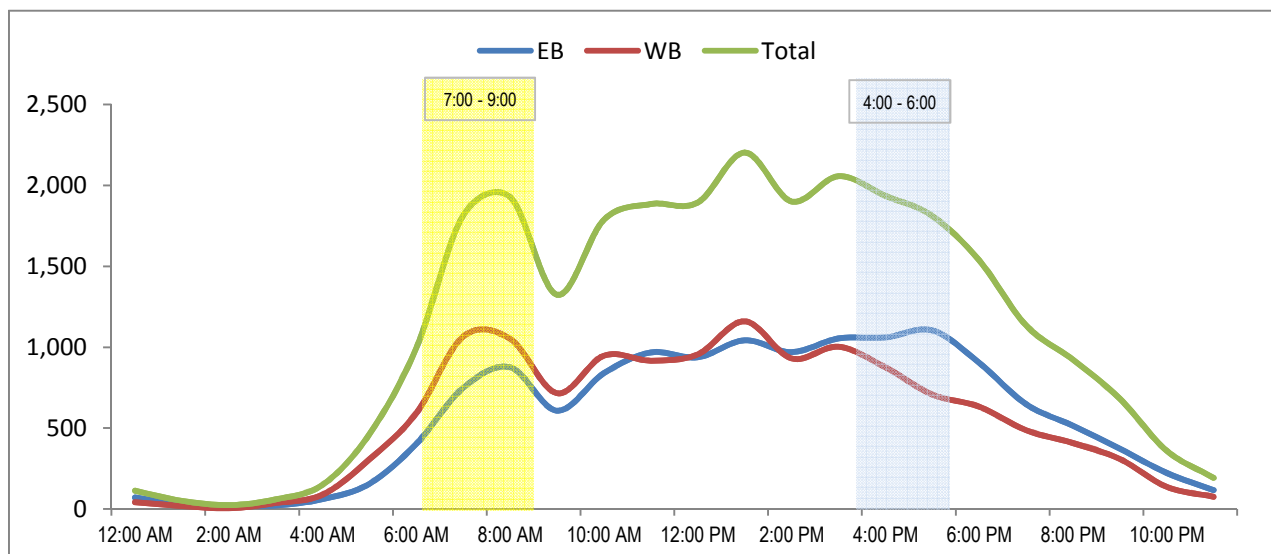
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0351

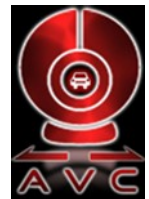
24 Hour Segment Volume						27,230				
Time		Hourly Volume				Time		Hourly Volume		
		EB	WB	Total				EB	WB	Total
12:00 AM - 1:00 AM		71	42	113		12:00 PM - 1:00 PM		938	956	1,894
1:00 AM - 2:00 AM		32	19	51		1:00 PM - 2:00 PM		1,043	1,160	2,203
2:00 AM - 3:00 AM		20	4	24		2:00 PM - 3:00 PM		970	931	1,901
3:00 AM - 4:00 AM		23	37	60		3:00 PM - 4:00 PM		1,054	1,003	2,057
4:00 AM - 5:00 AM		61	89	150		4:00 PM - 5:00 PM		1,060	876	1,936
5:00 AM - 6:00 AM		156	307	463		5:00 PM - 6:00 PM		1,104	708	1,812
6:00 AM - 7:00 AM		403	593	996		6:00 PM - 7:00 PM		904	633	1,537
7:00 AM - 8:00 AM		749	1,066	1,815		7:00 PM - 8:00 PM		648	487	1,135
8:00 AM - 9:00 AM		876	1,052	1,928		8:00 PM - 9:00 PM		515	408	923
9:00 AM - 10:00 AM		608	716	1,324	9:00 PM - 10:00 PM		373	309	682	
10:00 AM - 11:00 AM		840	948	1,788	10:00 PM - 11:00 PM		223	137	360	
11:00 AM - 12:00 PM		968	917	1885	11:00 PM - 12:00 AM		117	76	193	
Total		4,807	5,790	10,597	Total		8,949	7,684	16,633	

24-Hour	EB	Volume	13,756	24-Hour	WB	Volume	13,474
----------------	-----------	---------------	---------------	----------------	-----------	---------------	---------------



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 7. W. Bernardo Dr, btwn Via Frontera and Technology Dr

Orientation: North-South

Date of Count: Tuesday, June 09, 2015

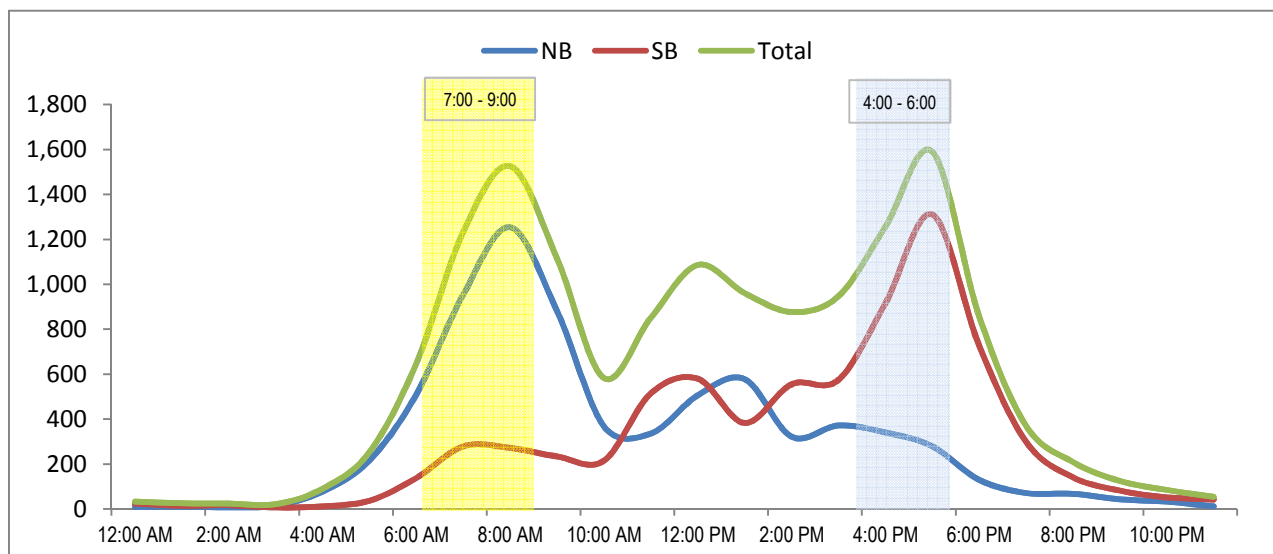
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0364

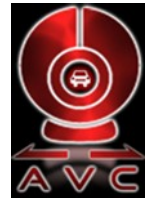
24 Hour Segment Volume						14,822				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		9	24	33		12:00 PM - 1:00 PM		506	580	1,086
1:00 AM - 2:00 AM		11	15	26		1:00 PM - 2:00 PM		578	383	961
2:00 AM - 3:00 AM		7	17	24		2:00 PM - 3:00 PM		322	555	877
3:00 AM - 4:00 AM		15	7	22		3:00 PM - 4:00 PM		372	575	947
4:00 AM - 5:00 AM		78	12	90		4:00 PM - 5:00 PM		341	915	1,256
5:00 AM - 6:00 AM		216	37	253		5:00 PM - 6:00 PM		279	1,311	1,590
6:00 AM - 7:00 AM		510	138	648		6:00 PM - 7:00 PM		130	728	858
7:00 AM - 8:00 AM		954	279	1,233		7:00 PM - 8:00 PM		71	299	370
8:00 AM - 9:00 AM		1,254	272	1,526		8:00 PM - 9:00 PM		68	141	209
9:00 AM - 10:00 AM		881	234	1,115	9:00 PM - 10:00 PM		43	82	125	
10:00 AM - 11:00 AM		368	215	583	10:00 PM - 11:00 PM		33	52	85	
11:00 AM - 12:00 PM		336	515	851	11:00 PM - 12:00 AM		12	42	54	
Total		4,639	1,765	6,404	Total		2,755	5,663	8,418	

24-Hour	NB	Volume	7,394	24-Hour	SB	Volume	7,428
----------------	-----------	---------------	--------------	----------------	-----------	---------------	--------------



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 8. W. Bernardo Dr: between Matinal Rd & W. Rancho Bernardo Dr

Orientation: North-South

Date of Count: Tuesday, June 09, 2015

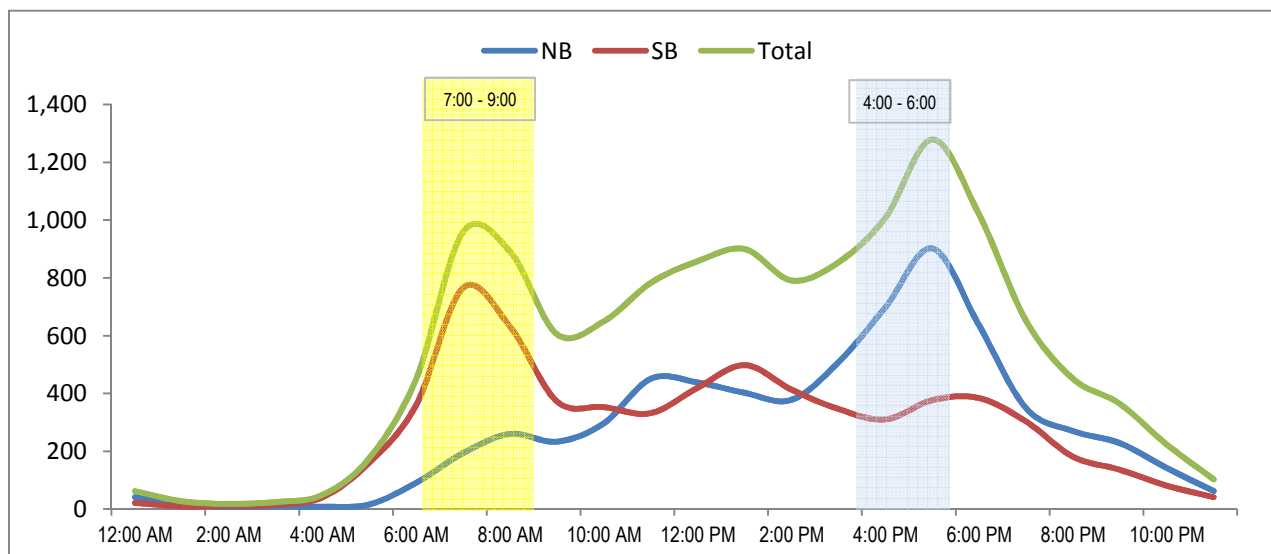
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0364

24 Hour Segment Volume						13,200				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		41	21	62		12:00 PM - 1:00 PM		438	420	858
1:00 AM - 2:00 AM		18	9	27		1:00 PM - 2:00 PM		402	498	900
2:00 AM - 3:00 AM		7	11	18		2:00 PM - 3:00 PM		378	413	791
3:00 AM - 4:00 AM		9	15	24		3:00 PM - 4:00 PM		508	346	854
4:00 AM - 5:00 AM		8	41	49		4:00 PM - 5:00 PM		698	310	1,008
5:00 AM - 6:00 AM		16	161	177		5:00 PM - 6:00 PM		902	377	1,279
6:00 AM - 7:00 AM		91	361	452		6:00 PM - 7:00 PM		635	384	1,019
7:00 AM - 8:00 AM		194	766	960		7:00 PM - 8:00 PM		349	303	652
8:00 AM - 9:00 AM		260	631	891		8:00 PM - 9:00 PM		270	181	451
9:00 AM - 10:00 AM		233	372	605		9:00 PM - 10:00 PM		228	136	364
10:00 AM - 11:00 AM		297	353	650	10:00 PM - 11:00 PM		142	81	223	
11:00 AM - 12:00 PM		451	332	783	11:00 PM - 12:00 AM		62	41	103	
Total		1,625	3,073	4,698	Total		5,012	3,490	8,502	

24-Hour	NB	Volume	6,637	24-Hour	SB	Volume	6,563
----------------	-----------	---------------	--------------	----------------	-----------	---------------	--------------



24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136



Location: 9. Via Del Campo: between Via del Campo Ct & Via Esprillo

Orientation: North-South

Date of Count: Tuesday, June 09, 2015

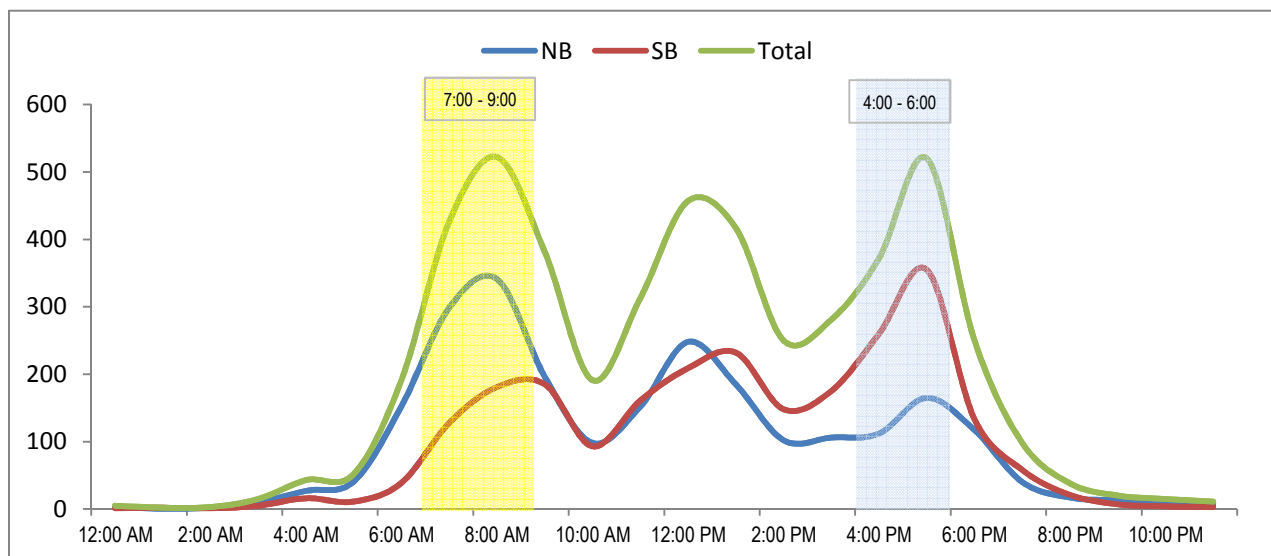
Analysts: DASH

Weather: Sunny

AVC Proj. No: 15-0364

24 Hour Segment Volume						4,875				
Time		Hourly Volume				Time		Hourly Volume		
		NB	SB	Total				NB	SB	Total
12:00 AM - 1:00 AM		4	1	5		12:00 PM - 1:00 PM		248	209	457
1:00 AM - 2:00 AM		0	2	2		1:00 PM - 2:00 PM		185	232	417
2:00 AM - 3:00 AM		2	1	3		2:00 PM - 3:00 PM		102	148	250
3:00 AM - 4:00 AM		10	5	15		3:00 PM - 4:00 PM		106	175	281
4:00 AM - 5:00 AM		27	16	43		4:00 PM - 5:00 PM		112	260	372
5:00 AM - 6:00 AM		41	11	52		5:00 PM - 6:00 PM		165	355	520
6:00 AM - 7:00 AM		153	39	192		6:00 PM - 7:00 PM		117	133	250
7:00 AM - 8:00 AM		299	128	427		7:00 PM - 8:00 PM		40	58	98
8:00 AM - 9:00 AM		341	181	522		8:00 PM - 9:00 PM		17	21	38
9:00 AM - 10:00 AM		196	185	381	9:00 PM - 10:00 PM		13	7	20	
10:00 AM - 11:00 AM		98	93	191	10:00 PM - 11:00 PM		11	4	15	
11:00 AM - 12:00 PM		152	161	313	11:00 PM - 12:00 AM		8	3	11	
Total		1,323	823	2,146	Total		1,124	1,605	2,729	

24-Hour	NB	Volume	2,447	24-Hour	SB	Volume	2,428
----------------	-----------	---------------	--------------	----------------	-----------	---------------	--------------



2013 Traffic Volumes Book

						Back	Back		Ahead	Ahead	
Dist	Route	County		Postmile	Description	Peak	Peak	Back	Peak	Peak	Ahead
						Hour	Month	AADT	Hour	AADT	AADT
11	15	SD	R	9.995	CLAIREMONT MESA BOULEVARD	13100	171000	169000	13200	154000	151000
11	15	SD	R	10.58	JCT. RTE. 52	13200	154000	151000	13800	180000	178000
11	15	SD	VI	12.002	ROUTE 15S HOV LANES	13800	180000	178000	13300	173000	172000
11	15	SD	VI	12.124	JCT. RTE. 163	13300	173000	172000	25500	302000	292000
11	15	SD	VI	13.334	SAN DIEGO, MIRAMAR WAY	25500	302000	292000	23700	297000	289000
11	15	SD	VI	14.285	SAN DIEGO, MIRAMAR/ POMERADO ROADS	23700	297000	289000	22200	278000	272000
11	15	SD	VI	15	CARROLL CANYON ROAD	22200	278000	272000	21900	266000	258000
11	15	SD	VI	15.924	MIRA MESA BOULEVARD	21900	266000	258000	19600	258000	249000
11	15	SD	VI	17.311	SAN DIEGO, MERCY ROAD	19600	258000	249000	18800	247000	236000
11	15	SD	VI	18.176	SAN DIEGO, POWAY ROAD	18800	247000	236000	16900	222000	207000
11	15	SD	VI	19.468	JCT. RTE. 56	16900	222000	207000	18800	237000	229000
11	15	SD	VI	20.574	CARMEL MOUNTAIN ROAD	19000	240000	229000	16100	227000	218000
11	15	SD	VI	21.915	SAN DIEGO, CAMINO DEL NORTE	16100	227000	218000	16000	227000	213000
11	15	SD	VI	22.935	SAN DIEGO, BERNARDO CENTER DRIVE	16000	227000	213000	15600	219000	204000
11	15	SD	VI	23.687	SAN DIEGO, RANCHO BERNARDO ROAD	15600	219000	204000	16400	207000	196000
11	15	SD	VI	26.026	POMERADO ROAD	16400	207000	196000	17600	218000	202000
11	15	SD	VI	26.97	ESCONDIDO, FELICITA RD, VIA RANCHO PARKWAY	17600	218000	202000	15400	203000	194000
11	15	SD	VI	27.65	ESCONDIDO, S JCT. OF CENTRE CITY PARKWAY	15400	203000	194000	17300	213000	206000
11	15	SD	R	28.765	CITRACADO PARKWAY	17300	213000	206000	17300	228000	216000
11	15	SD	R	30.09	ESCONDIDO, 9TH AVENUE	17300	228000	216000	17400	211000	202000
11	15	SD	R	30.627	VALLEY PARKWAY	17400	211000	202000	17100	218000	217000
11	15	SD	R	31.517	JCT. RTE. 78	17100	218000	217000	11300	139000	131000
11	15	SD	R	32.861	ESCONDIDO, EL NORTE PARKWAY	11300	139000	131000	8900	119000	115000
11	15	SD	R	33.922	CENTRE CITY PARKWAY	8900	119000	115000	9400	126000	121000
11	15	SD	R	36.636	DEER SPRINGS ROAD	9400	126000	121000	10700	127000	122000
11	15	SD	R	40.842	GOPHER CANYON ROAD	10900	127000	122000	9100	124000	115000
11	15	SD	R	43.279	ESCONDIDO HIGHWAY	9100	124000	115000	10300	117000	117000
11	15	SD	R	46.491	JCT. RTE. 76	10300	117000	117000	10800	130000	126000
11	15	SD	R	50.585	MISSION ROAD	10800	130000	126000	10700	142000	134000
11	15	SD	R	54.07	RAINBOW VALLEY BOULEVARD	10700	142000	134000	10800	142000	133000
11	15	SD	R	54.258	SAN DIEGO/RIVERSIDE COUNTY LINE	10800	142000	133000			

APPENDIX B

CITY OF SAN DIEGO ROADWAY CLASSIFICATION TABLES

TABLE 2
Roadway Classifications, Levels of Service (LOS)
and Average Daily Traffic (ADT)

STREET CLASSIFICATION	LANES	CROSS SECTIONS	LEVEL OF SERVICE				
			A	B	C	D	E
Freeway	8 lanes		60,000	84,000	120,000	140,000	150,000
Freeway	6 lanes		45,000	63,000	90,000	110,000	120,000
Freeway	4 lanes		30,000	42,000	60,000	70,000	80,000
Expressway	6 lanes	102/122	30,000	42,000	60,000	70,000	80,000
Primary Arterial	6 lanes	102/122	25,000	35,000	50,000	55,000	60,000
Major Arterial	6 lanes	102/122	20,000	28,000	40,000	45,000	50,000
Major Arterial	4 lanes	78/98	15,000	21,000	30,000	35,000	40,000
Collector	4 lanes	72/92	10,000	14,000	20,000	25,000	30,000
Collector (no center lane) continuous left-turn lane)	4 lanes 2 lanes	64/84 50/70	5,000	7,000	10,000	13,000	15,000
Collector (no fronting property)	2 lanes	40/60	4,000	5,500	7,500	9,000	10,000
Collector (commercial-industrial fronting)	2 lanes	50/70	2,500	3,500	5,000	6,500	8,000
Collector (multifamily)	2 lanes	40/60	2,500	3,500	5,000	6,500	8,000
Sub-Collector (single-family)	2 lanes	36/56	—	—	2,200	—	—

LEGEND:

XXX/XXX = Curb to curb width (feet)/right-of-way width (feet): based on the City of San Diego Street Design Manual

XX/XXX= Approximate recommended ADT based on the City of San Diego Street Design Manual.

NOTES:

1. The volumes and the average daily level of service listed above are only intended as a general planning guideline.
2. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.




















APPENDIX C

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS EXISTING

HCM 2010 Signalized Intersection Summary

1: Camino San Bernardo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	870	171	400	692	1	37	0	173	4	0	0
Future Volume (veh/h)	0	870	171	400	692	1	37	0	173	4	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	946	186	435	752	1	40	0	188	4	0	0
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	1252	246	558	2391	3	392	294	259	176	0	0
Arrive On Green	0.00	0.43	0.43	0.16	0.66	0.66	0.17	0.00	0.17	0.17	0.00	0.00
Sat Flow, veh/h	1774	2942	578	3442	3627	5	1412	1770	1557	371	0	0
Grp Volume(v), veh/h	0	569	563	435	367	386	40	0	188	4	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1750	1721	1770	1862	1412	1770	1557	371	0	0
Q Serve(g_s), s	0.0	17.2	17.2	7.6	5.6	5.6	0.0	0.0	7.2	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	17.2	17.2	7.6	5.6	5.6	1.2	0.0	7.2	7.4	0.0	0.0
Prop In Lane	1.00		0.33	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	3	753	745	558	1167	1228	392	294	259	176	0	0
V/C Ratio(X)	0.00	0.75	0.76	0.78	0.31	0.31	0.10	0.00	0.73	0.02	0.00	0.00
Avail Cap(c_a), veh/h	141	897	887	736	1167	1228	806	813	716	525	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.3	15.3	25.3	4.6	4.6	22.4	0.0	24.9	28.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.0	3.1	3.9	0.2	0.1	0.1	0.0	3.8	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.0	8.9	3.9	2.7	2.8	0.6	0.0	3.4	0.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	18.4	18.5	29.3	4.8	4.8	22.5	0.0	28.8	28.5	0.0	0.0
LnGrp LOS		B	B	C	A	A	C		C	C		
Approach Vol, veh/h		1132			1188			228			4	
Approach Delay, s/veh		18.4			13.7			27.7			28.5	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	32.9		15.5	0.0	47.6		15.5				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	13.5	32.0		29.0	5.0	40.5		29.0				
Max Q Clear Time (g_c+I1), s	9.6	19.2		9.4	0.0	7.6		9.2				
Green Ext Time (p_c), s	0.6	7.6		1.1	0.0	14.3		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			17.1									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	858	302	596	1208	0	59	0	17	1	0	0
Future Volume (veh/h)	4	858	302	596	1208	0	59	0	17	1	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	4	964	339	670	1357	0	66	0	19	1	0	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	1030	359	666	2738	0	172	0	92	107	0	0
Arrive On Green	0.00	0.40	0.40	0.38	0.77	0.00	0.06	0.00	0.06	0.06	0.00	0.00
Sat Flow, veh/h	1774	2558	893	1774	3632	0	1635	0	1558	526	0	0
Grp Volume(v), veh/h	4	665	638	670	1357	0	66	0	19	1	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1681	1774	1770	0	1635	0	1558	526	0	0
Q Serve(g_s), s	0.2	34.1	34.7	35.6	13.4	0.0	0.0	0.0	1.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.2	34.1	34.7	35.6	13.4	0.0	3.5	0.0	1.1	3.5	0.0	0.0
Prop In Lane	1.00		0.53	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	7	712	677	666	2738	0	172	0	92	107	0	0
V/C Ratio(X)	0.53	0.93	0.94	1.01	0.50	0.00	0.38	0.00	0.21	0.01	0.00	0.00
Avail Cap(c_a), veh/h	75	744	707	666	2738	0	519	0	476	454	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.1	27.1	27.3	29.6	3.9	0.0	43.7	0.0	42.5	45.4	0.0	0.0
Incr Delay (d2), s/veh	48.5	18.2	20.7	36.5	0.1	0.0	1.4	0.0	1.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	20.2	19.9	23.9	6.5	0.0	1.8	0.0	0.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	95.6	45.3	48.0	66.2	4.1	0.0	45.1	0.0	43.6	45.4	0.0	0.0
LnGrp LOS	F	D	D	F	A		D		D	D		
Approach Vol, veh/h	1307				2027				85			
Approach Delay, s/veh	46.8				24.6				44.7			
Approach LOS	D				C				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.0	44.1		10.8	4.8	79.3		10.8				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	35.6	39.9		* 29	4.0	* 72		29.0				
Max Q Clear Time (g_c+I1), s	37.6	36.7		5.5	2.2	15.4		5.5				
Green Ext Time (p_c), s	0.0	1.5		0.3	0.0	33.4		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay	33.6											
HCM 2010 LOS	C											
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	742	0	0	1572	16	0	0	0	82	0	141
Future Volume (veh/h)	33	742	0	0	1572	16	0	0	0	82	0	141
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	38	853	0	0	1807	18	0	0	0	94	0	162
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	2455	0	2	2254	22	70	360	0	144	12	186
Arrive On Green	0.03	0.69	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.19	0.00	0.19
Sat Flow, veh/h	1774	3632	0	1774	3590	36	1219	1863	0	495	62	960
Grp Volume(v), veh/h	38	853	0	0	889	936	0	0	0	256	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1856	1219	1863	0	1517	0	0
Q Serve(g_s), s	2.2	10.0	0.0	0.0	38.6	38.8	0.0	0.0	0.0	14.8	0.0	0.0
Cycle Q Clear(g_c), s	2.2	10.0	0.0	0.0	38.6	38.8	0.0	0.0	0.0	16.8	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.02	1.00		0.00	0.37		0.63
Lane Grp Cap(c), veh/h	48	2455	0	2	1111	1165	70	360	0	341	0	0
V/C Ratio(X)	0.79	0.35	0.00	0.00	0.80	0.80	0.00	0.00	0.00	0.75	0.00	0.00
Avail Cap(c_a), veh/h	69	2471	0	69	1253	1314	182	532	0	471	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.7	6.3	0.0	0.0	14.3	14.3	0.0	0.0	0.0	40.1	0.0	0.0
Incr Delay (d2), s/veh	31.7	0.1	0.0	0.0	3.4	3.3	0.0	0.0	0.0	4.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.9	0.0	0.0	19.6	20.8	0.0	0.0	0.0	7.5	0.0	0.0
LnGrp Delay(d),s/veh	81.4	6.4	0.0	0.0	17.7	17.7	0.0	0.0	0.0	44.4	0.0	0.0
LnGrp LOS	F	A			B	B				D		
Approach Vol, veh/h		891			1825			0			256	
Approach Delay, s/veh		9.6			17.7			0.0			44.4	
Approach LOS		A			B						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	78.2		24.5	6.8	71.5		24.5				
Change Period (Y+Rc), s	4.0	7.0		4.6	4.0	* 7		* 4.6				
Max Green Setting (Gmax), s	4.0	71.7		28.7	4.0	* 73		* 29				
Max Q Clear Time (g_c+I1), s	0.0	12.0		18.8	4.2	40.8		0.0				
Green Ext Time (p_c), s	0.0	35.8		1.1	0.0	23.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				17.6								
HCM 2010 LOS				B								
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd



















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	609	60	499	1457	271	105	85	107	643	309	164
Future Volume (veh/h)	42	609	60	499	1457	271	105	85	107	643	309	164
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	43	628	62	514	1502	279	108	88	110	663	319	169
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	871	85	943	1579	697	183	395	608	766	633	328
Arrive On Green	0.03	0.19	0.19	0.27	0.45	0.45	0.05	0.11	0.11	0.22	0.28	0.28
Sat Flow, veh/h	3442	4711	461	3442	3539	1562	3442	3539	1561	3442	2253	1167
Grp Volume(v), veh/h	43	450	240	514	1502	279	108	88	110	663	249	239
Grp Sat Flow(s),veh/h/ln	1721	1695	1781	1721	1770	1562	1721	1770	1561	1721	1770	1651
Q Serve(g_s), s	1.3	12.9	13.1	13.2	42.2	12.5	3.2	2.3	2.1	19.2	12.2	12.6
Cycle Q Clear(g_c), s	1.3	12.9	13.1	13.2	42.2	12.5	3.2	2.3	2.1	19.2	12.2	12.6
Prop In Lane	1.00		0.26	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	94	627	330	943	1579	697	183	395	608	766	497	464
V/C Ratio(X)	0.46	0.72	0.73	0.54	0.95	0.40	0.59	0.22	0.18	0.87	0.50	0.52
Avail Cap(c_a), veh/h	133	1006	529	943	1605	708	1135	1338	1024	1002	601	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	39.6	39.7	32.0	27.6	19.3	47.9	41.9	7.2	38.7	31.1	31.3
Incr Delay (d2), s/veh	3.4	1.6	3.1	0.7	12.7	0.4	3.0	0.3	0.1	6.4	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.2	6.7	6.4	23.2	5.4	1.6	1.2	1.2	9.8	6.1	5.8
LnGrp Delay(d),s/veh	52.9	41.2	42.7	32.7	40.2	19.7	50.9	42.1	7.3	45.2	31.9	32.2
LnGrp LOS	D	D	D	C	D	B	D	D	A	D	C	C
Approach Vol, veh/h		733			2295			306			1151	
Approach Delay, s/veh		42.4			36.1			32.7			39.6	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.0	25.0	9.9	34.4	7.2	51.8	27.4	16.9				
Change Period (Y+Rc), s	5.7	* 5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	20.0	* 31	34.1	35.1	4.0	46.9	30.1	39.1				
Max Q Clear Time (g_c+I1), s	15.2	15.1	5.2	14.6	3.3	44.2	21.2	4.3				
Green Ext Time (p_c), s	4.2	4.0	0.3	4.0	0.0	1.9	1.8	4.4				
Intersection Summary												
HCM 2010 Ctrl Delay				37.8								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd

























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	744	555	0	1182	505	0	0	0	659	0	1086
Future Volume (veh/h)	0	744	555	0	1182	505	0	0	0	659	0	1086
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	764	596	0	1244	0				694	0	1143
Adj No. of Lanes	0	2	2	0	3	1				2	0	2
Peak Hour Factor	0.92	0.95	0.95	0.92	0.95	0.95				0.95	0.92	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1710	1453	0	2565	727				1555	0	1259
Arrive On Green	0.00	0.46	0.46	0.00	0.61	0.00				0.45	0.00	0.45
Sat Flow, veh/h	0	3725	3167	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	764	596	0	1244	0				694	0	1143
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	19.5	17.6	0.0	17.2	0.0				19.4	0.0	53.4
Cycle Q Clear(g_c), s	0.0	19.5	17.6	0.0	17.2	0.0				19.4	0.0	53.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1710	1453	0	2565	727				1555	0	1259
V/C Ratio(X)	0.00	0.45	0.41	0.00	0.49	0.00				0.45	0.00	0.91
Avail Cap(c_a), veh/h	0	1710	1453	0	2565	727				1768	0	1431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.68	0.68	0.00	0.86	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.8	25.2	0.0	18.1	0.0				26.4	0.0	35.7
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.0	0.6	0.0				0.2	0.0	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.2	7.8	0.0	8.9	0.0				9.2	0.0	21.9
LnGrp Delay(d),s/veh	0.0	26.3	25.8	0.0	18.7	0.0				26.6	0.0	43.8
LnGrp LOS		C	C		B					C		D
Approach Vol, veh/h		1360			1244						1837	
Approach Delay, s/veh		26.1			18.7						37.3	
Approach LOS		C			B						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		70.7		69.3		70.7						
Change Period (Y+Rc), s		6.4		6.1		6.4						
Max Green Setting (Gmax), s		55.6		71.9		55.6						
Max Q Clear Time (g_c+I1), s		21.5		55.4		19.2						
Green Ext Time (p_c), s		22.7		7.9		23.7						
Intersection Summary												
HCM 2010 Ctrl Delay			28.6									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 		 			
Traffic Volume (veh/h)	0	824	579	0	1071	285	616	0	433	0	0	0
Future Volume (veh/h)	0	824	579	0	1071	285	616	0	433	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	877	0	0	1139	303	655	0	461			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3804	1078	0	3461	1078	792	0	641			
Arrive On Green	0.00	1.00	0.00	0.00	0.68	0.68	0.23	0.00	0.23			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	877	0	0	1139	303	655	0	461			
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	12.9	10.6	25.3	0.0	21.4			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	12.9	10.6	25.3	0.0	21.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3804	1078	0	3461	1078	792	0	641			
V/C Ratio(X)	0.00	0.23	0.00	0.00	0.33	0.28	0.83	0.00	0.72			
Avail Cap(c_a), veh/h	0	3804	1078	0	3461	1078	1399	0	1133			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.87	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	9.2	8.8	51.3	0.0	49.7			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.7	2.3	0.0	1.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	6.1	4.8	12.3	0.0	8.3			
LnGrp Delay(d),s/veh	0.0	0.1	0.0	0.0	9.5	9.5	53.5	0.0	51.3			
LnGrp LOS		A			A	A	D		D			
Approach Vol, veh/h		877			1442			1116				
Approach Delay, s/veh		0.1			9.5			52.6				
Approach LOS		A			A			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		101.7				101.7		38.3				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		70.6				70.6		56.9				
Max Q Clear Time (g_c+I1), s		2.0				14.9		27.3				
Green Ext Time (p_c), s		28.3				26.2		4.9				
Intersection Summary												
HCM 2010 Ctrl Delay				21.1								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary

7: Bernardo Center Dr & Rancho Bernardo Rd






















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	582	299	163	804	85	256	188	109	185	247	108
Future Volume (veh/h)	319	582	299	163	804	85	256	188	109	185	247	108
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	343	635	316	175	865	91	275	202	117	199	266	116
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	1540	654	257	1178	124	357	397	220	284	566	444
Arrive On Green	0.12	0.41	0.41	0.07	0.37	0.37	0.10	0.18	0.18	0.08	0.16	0.16
Sat Flow, veh/h	3548	3725	1583	3442	3227	339	3442	2193	1214	3442	3539	1560
Grp Volume(v), veh/h	343	635	316	175	474	482	275	161	158	199	266	116
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1770	1797	1721	1770	1637	1721	1770	1560
Q Serve(g_s), s	7.9	10.1	12.3	4.2	19.6	19.6	6.6	6.9	7.4	4.7	5.7	4.8
Cycle Q Clear(g_c), s	7.9	10.1	12.3	4.2	19.6	19.6	6.6	6.9	7.4	4.7	5.7	4.8
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	436	1540	654	257	646	656	357	321	296	284	566	444
V/C Ratio(X)	0.79	0.41	0.48	0.68	0.73	0.73	0.77	0.50	0.53	0.70	0.47	0.26
Avail Cap(c_a), veh/h	573	1655	703	454	753	764	433	818	756	503	1682	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.9	17.5	18.1	38.0	23.2	23.2	36.7	31.1	31.2	37.6	32.1	23.4
Incr Delay (d2), s/veh	5.4	0.2	0.6	3.2	3.1	3.1	6.8	1.2	1.5	3.1	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	5.2	5.5	2.1	10.1	10.2	3.4	3.5	3.5	2.4	2.9	2.1
LnGrp Delay(d),s/veh	41.2	17.6	18.7	41.1	26.3	26.3	43.5	32.3	32.7	40.7	32.7	23.7
LnGrp LOS	D	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	1294				1131				594			
Approach Delay, s/veh	24.1				28.6				37.6			
Approach LOS	C				C				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	41.0	13.1	19.4	14.7	36.9	11.4	21.1				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	11.1	37.4	10.6	40.0	13.6	* 36	12.3	* 39				
Max Q Clear Time (g_c+I1), s	6.2	14.3	8.6	7.7	9.9	21.6	6.7	9.4				
Green Ext Time (p_c), s	0.2	12.3	0.2	4.1	0.4	9.1	0.3	4.0				
Intersection Summary												
HCM 2010 Ctrl Delay	29.3											
HCM 2010 LOS	C											
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd












3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	170	148	102	51	40	30	100	74	97	218	10
Future Volume (veh/h)	20	170	148	102	51	40	30	100	74	97	218	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	185	161	111	55	43	33	109	80	105	237	11
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	468	241	210	187	197	167	53	278	189	136	636	29
Arrive On Green	0.26	0.26	0.26	0.11	0.11	0.11	0.03	0.14	0.14	0.08	0.18	0.18
Sat Flow, veh/h	1774	913	795	1774	1863	1583	1774	2018	1372	1774	3445	159
Grp Volume(v), veh/h	22	0	346	111	55	43	33	94	95	105	121	127
Grp Sat Flow(s),veh/h/ln	1774	0	1708	1774	1863	1583	1774	1770	1621	1774	1770	1835
Q Serve(g_s), s	0.4	0.0	9.0	2.9	1.3	1.2	0.9	2.3	2.6	2.8	2.9	2.9
Cycle Q Clear(g_c), s	0.4	0.0	9.0	2.9	1.3	1.2	0.9	2.3	2.6	2.8	2.9	2.9
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.85	1.00		0.09
Lane Grp Cap(c), veh/h	468	0	451	187	197	167	53	244	223	136	327	339
V/C Ratio(X)	0.05	0.00	0.77	0.59	0.28	0.26	0.63	0.39	0.42	0.77	0.37	0.37
Avail Cap(c_a), veh/h	813	0	783	665	698	594	185	737	675	369	921	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	16.3	20.5	19.8	19.7	23.0	18.9	19.0	21.8	17.1	17.2
Incr Delay (d2), s/veh	0.0	0.0	2.8	3.0	0.8	0.8	11.6	1.0	1.3	9.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.6	1.5	0.7	0.6	0.6	1.2	1.2	1.7	1.5	1.5
LnGrp Delay(d),s/veh	13.2	0.0	19.1	23.5	20.6	20.6	34.7	19.9	20.2	30.7	17.8	17.8
LnGrp LOS	B		B	C	C	C	C	B	C	C	B	B
Approach Vol, veh/h		368			209			222			353	
Approach Delay, s/veh		18.7			22.1			22.2			21.7	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	11.6		17.7	6.4	13.9		10.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	20.0		22.0	5.0	25.0		18.0				
Max Q Clear Time (g_c+I1), s	4.8	4.6		11.0	2.9	4.9		4.9				
Green Ext Time (p_c), s	0.1	2.1		1.7	0.0	2.3		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			20.9									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo















3/24/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	365	506	271	150	47	45		
Future Volume (veh/h)	365	506	271	150	47	45		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	429	595	319	176	55	53		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	948	2838	425	229	100	89		
Arrive On Green	0.53	0.80	0.19	0.19	0.06	0.06		
Sat Flow, veh/h	1774	3632	2313	1198	1774	1583		
Grp Volume(v), veh/h	429	595	253	242	55	53		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1648	1774	1583		
Q Serve(g_s), s	10.7	2.9	9.7	10.0	2.2	2.4		
Cycle Q Clear(g_c), s	10.7	2.9	9.7	10.0	2.2	2.4		
Prop In Lane	1.00			0.73	1.00	1.00		
Lane Grp Cap(c), veh/h	948	2838	339	315	100	89		
V/C Ratio(X)	0.45	0.21	0.75	0.77	0.55	0.59		
Avail Cap(c_a), veh/h	948	2838	484	451	545	486		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.3	1.7	27.5	27.6	33.1	33.1		
Incr Delay (d2), s/veh	0.3	0.2	3.8	4.9	4.6	6.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.2	1.4	5.1	5.0	1.2	2.2		
LnGrp Delay(d),s/veh	10.6	1.9	31.3	32.5	37.7	39.3		
LnGrp LOS	B	A	C	C	D	D		
Approach Vol, veh/h		1024	495		108			
Approach Delay, s/veh		5.5	31.9		38.5			
Approach LOS		A	C		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		63.2		8.8	43.9	19.3		
Change Period (Y+Rc), s		5.5		* 4.7	5.5	* 5.5		
Max Green Setting (Gmax), s		57.7		* 22	33.6	* 20		
Max Q Clear Time (g_c+I1), s		4.9		4.4	12.7	12.0		
Green Ext Time (p_c), s		5.9		0.2	5.2	1.7		
Intersection Summary								
HCM 2010 Ctrl Delay			15.7					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

10: Bernardo Center Dr & West Bernardo Dr




















3/24/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	601	450	0	484	682	55	186	
Future Volume (veh/h)	601	450	0	484	682	55	186	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	675	506		544	766	62	209	
Adj No. of Lanes	2	2		1	2	1	1	
Peak Hour Factor	0.89	0.89		0.89	0.89	0.89	0.89	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	834	2581		793	1528	237	595	
Arrive On Green	0.24	0.73		0.43	0.43	0.13	0.13	
Sat Flow, veh/h	3442	3632		1863	2716	1774	1583	
Grp Volume(v), veh/h	675	506		544	766	62	209	
Grp Sat Flow(s),veh/h/ln	1721	1770		1863	1358	1774	1583	
Q Serve(g_s), s	13.3	3.3		17.1	12.5	2.3	6.8	
Cycle Q Clear(g_c), s	13.3	3.3		17.1	12.5	2.3	6.8	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	834	2581		793	1528	237	595	
V/C Ratio(X)	0.81	0.20		0.69	0.50	0.26	0.35	
Avail Cap(c_a), veh/h	1367	3405		1141	2035	813	1109	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	25.7	3.1		16.8	9.8	28.0	16.2	
Incr Delay (d2), s/veh	1.9	0.0		1.1	0.3	0.6	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	6.5	1.6		9.0	4.7	1.1	3.0	
LnGrp Delay(d),s/veh	27.6	3.1		17.8	10.0	28.6	16.5	
LnGrp LOS	C	A		B	B	C	B	
Approach Vol, veh/h		1181		1310		271		
Approach Delay, s/veh		17.1		13.3		19.3		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	21.9	36.2				58.0		14.0
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	28.6	44.1				* 69		33.0
Max Q Clear Time (g_c+I1), s	15.3	19.1				5.3		8.8
Green Ext Time (p_c), s	2.1	11.6				15.1		0.8
Intersection Summary								
HCM 2010 Ctrl Delay			15.5					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

1: Camino San Bernardo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	899	208	337	701	0	109	0	310	3	0	0
Future Volume (veh/h)	1	899	208	337	701	0	109	0	310	3	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	936	217	351	730	0	114	0	323	3	0	0
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1199	278	450	1949	0	521	441	394	158	0	0
Arrive On Green	0.00	0.42	0.42	0.13	0.55	0.00	0.25	0.00	0.25	0.25	0.00	0.00
Sat Flow, veh/h	1774	2846	659	3442	3632	0	1412	1770	1581	239	0	0
Grp Volume(v), veh/h	1	582	571	351	730	0	114	0	323	3	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1735	1721	1770	0	1412	1770	1581	239	0	0
Q Serve(g_s), s	0.0	20.7	20.8	7.2	8.5	0.0	0.0	0.0	14.1	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	20.7	20.8	7.2	8.5	0.0	3.8	0.0	14.1	14.3	0.0	0.0
Prop In Lane	1.00		0.38	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	746	731	450	1949	0	521	441	394	158	0	0
V/C Ratio(X)	0.41	0.78	0.78	0.78	0.37	0.00	0.22	0.00	0.82	0.02	0.00	0.00
Avail Cap(c_a), veh/h	121	836	820	566	2011	0	730	703	628	314	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.4	18.2	18.2	30.7	9.3	0.0	22.0	0.0	25.9	32.6	0.0	0.0
Incr Delay (d2), s/veh	84.1	4.3	4.4	5.4	0.1	0.0	0.2	0.0	4.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	10.9	10.7	3.8	4.2	0.0	1.9	0.0	6.6	0.1	0.0	0.0
LnGrp Delay(d),s/veh	120.6	22.5	22.7	36.2	9.4	0.0	22.2	0.0	30.5	32.6	0.0	0.0
LnGrp LOS	F	C	C	D	A		C		C	C		
Approach Vol, veh/h		1154			1081			437			3	
Approach Delay, s/veh		22.7			18.1			28.4			32.6	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.5	36.3		23.2	4.1	45.7		23.2				
Change Period (Y+Rc), s	4.0	5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s	12.0	34.5		29.0	5.0	41.5		29.0				
Max Q Clear Time (g_c+I1), s	9.2	22.8		16.3	2.0	10.5		16.1				
Green Ext Time (p_c), s	0.3	8.0		1.8	0.0	14.7		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay				21.8								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1280	49	18	874	1	276	0	341	1	0	0
Future Volume (veh/h)	6	1280	49	18	874	1	276	0	341	1	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	7	1407	54	20	960	1	303	0	375	1	0	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	13	1732	66	32	1847	2	547	0	442	229	0	0
Arrive On Green	0.01	0.50	0.50	0.02	0.51	0.51	0.28	0.00	0.28	0.28	0.00	0.00
Sat Flow, veh/h	1774	3476	133	1774	3628	4	1602	0	1558	481	0	0
Grp Volume(v), veh/h	7	715	746	20	468	493	303	0	375	1	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1839	1774	1770	1862	1602	0	1558	481	0	0
Q Serve(g_s), s	0.3	26.3	26.5	0.9	13.7	13.7	0.0	0.0	17.6	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.3	26.3	26.5	0.9	13.7	13.7	11.4	0.0	17.6	11.5	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	13	882	916	32	901	948	547	0	442	229	0	0
V/C Ratio(X)	0.55	0.81	0.81	0.62	0.52	0.52	0.55	0.00	0.85	0.00	0.00	0.00
Avail Cap(c_a), veh/h	92	943	980	94	949	999	680	0	588	328	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.3	16.3	16.4	37.7	12.7	12.7	24.0	0.0	26.2	28.9	0.0	0.0
Incr Delay (d2), s/veh	31.7	5.1	5.1	18.2	0.5	0.4	0.9	0.0	8.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.0	14.5	0.6	6.8	7.1	5.7	0.0	8.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	69.9	21.5	21.4	55.9	13.1	13.1	24.8	0.0	34.9	28.9	0.0	0.0
LnGrp LOS	E	C	C	E	B	B	C		C	C		
Approach Vol, veh/h		1468			981			678			1	
Approach Delay, s/veh		21.7			14.0			30.4			28.9	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	44.4		27.1	5.0	45.3		27.1				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	4.1	41.2		* 30	4.0	* 42		29.2				
Max Q Clear Time (g_c+I1), s	2.9	28.5		13.5	2.3	15.7		19.6				
Green Ext Time (p_c), s	0.0	10.1		3.0	0.0	17.3		2.3				
Intersection Summary												
HCM 2010 Ctrl Delay			21.2									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd
























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1433	0	1	809	45	0	0	0	40	0	105
Future Volume (veh/h)	109	1433	0	1	809	45	0	0	0	40	0	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	121	1592	0	1	899	50	0	0	0	44	0	117
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	2157	0	3	1780	99	116	256	0	117	15	154
Arrive On Green	0.09	0.61	0.00	0.00	0.52	0.52	0.00	0.00	0.00	0.14	0.00	0.14
Sat Flow, veh/h	1774	3632	0	1774	3409	190	1270	1863	0	310	112	1123
Grp Volume(v), veh/h	121	1592	0	1	467	482	0	0	0	161	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1829	1270	1863	0	1545	0	0
Q Serve(g_s), s	4.1	19.8	0.0	0.0	10.6	10.6	0.0	0.0	0.0	4.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	19.8	0.0	0.0	10.6	10.6	0.0	0.0	0.0	6.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.10	1.00		0.00	0.27		0.73
Lane Grp Cap(c), veh/h	157	2157	0	3	924	955	116	256	0	286	0	0
V/C Ratio(X)	0.77	0.74	0.00	0.35	0.51	0.51	0.00	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	344	2426	0	115	1013	1047	529	861	0	764	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.6	8.6	0.0	30.9	9.6	9.6	0.0	0.0	0.0	25.6	0.0	0.0
Incr Delay (d2), s/veh	7.8	1.1	0.0	60.2	0.4	0.4	0.0	0.0	0.0	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	9.8	0.0	0.1	5.2	5.3	0.0	0.0	0.0	2.8	0.0	0.0
LnGrp Delay(d),s/veh	35.4	9.7	0.0	91.1	10.0	10.0	0.0	0.0	0.0	27.4	0.0	0.0
LnGrp LOS	D	A		F	B	B				C		
Approach Vol, veh/h		1713			950			0			161	
Approach Delay, s/veh		11.5			10.1			0.0			27.4	
Approach LOS		B			B						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	44.7		13.1	9.5	39.3		13.1				
Change Period (Y+Rc), s	4.0	7.0		4.6	4.0	* 7		* 4.6				
Max Green Setting (Gmax), s	4.0	42.4		28.0	12.0	* 35		* 29				
Max Q Clear Time (g_c+I1), s	2.0	21.8		8.2	6.1	12.6		0.0				
Green Ext Time (p_c), s	0.0	15.9		0.9	0.1	17.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				11.9								
HCM 2010 LOS				B								
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd



















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1374	21	132	829	477	111	318	527	325	64	65
Future Volume (veh/h)	154	1374	21	132	829	477	111	318	527	325	64	65
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	157	1402	21	135	846	487	113	324	538	332	65	66
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	1707	26	359	1363	608	185	871	553	420	556	498
Arrive On Green	0.06	0.33	0.33	0.10	0.39	0.39	0.05	0.25	0.25	0.12	0.31	0.31
Sat Flow, veh/h	3442	5162	77	3442	3539	1580	3442	3539	1578	3442	1770	1583
Grp Volume(v), veh/h	157	921	502	135	846	487	113	324	538	332	65	66
Grp Sat Flow(s),veh/h/ln	1721	1695	1849	1721	1770	1580	1721	1770	1578	1721	1770	1583
Q Serve(g_s), s	4.9	27.1	27.1	4.0	21.0	29.8	3.5	8.3	19.4	10.2	2.8	3.2
Cycle Q Clear(g_c), s	4.9	27.1	27.1	4.0	21.0	29.8	3.5	8.3	19.4	10.2	2.8	3.2
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1121	611	359	1363	608	185	871	553	420	556	498
V/C Ratio(X)	0.72	0.82	0.82	0.38	0.62	0.80	0.61	0.37	0.97	0.79	0.12	0.13
Avail Cap(c_a), veh/h	291	1251	682	494	1521	679	1080	1273	733	953	572	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	33.4	33.4	45.4	27.0	29.7	50.3	34.0	19.3	46.4	26.5	26.6
Incr Delay (d2), s/veh	5.6	4.1	7.3	0.7	0.7	6.2	3.2	0.3	23.3	3.4	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	13.3	15.0	1.9	10.3	14.0	1.7	4.1	15.7	5.0	1.4	1.4
LnGrp Delay(d),s/veh	55.5	37.5	40.7	46.0	27.6	35.9	53.5	34.3	42.5	49.7	26.6	26.8
LnGrp LOS	E	D	D	D	C	D	D	C	D	D	C	C
Approach Vol, veh/h	1580				1468				975			
Approach Delay, s/veh	40.3				32.1				41.1			
Approach LOS	D				C				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	41.8	10.2	39.6	11.3	47.6	17.7	32.2				
Change Period (Y+Rc), s	5.7	* 5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	15.6	* 40	34.1	35.1	9.2	46.7	30.1	39.1				
Max Q Clear Time (g_c+I1), s	6.0	29.1	5.5	5.2	6.9	31.8	12.2	21.4				
Green Ext Time (p_c), s	5.5	6.8	0.3	5.6	0.1	7.4	1.1	4.9				
Intersection Summary												
HCM 2010 Ctrl Delay	38.1											
HCM 2010 LOS	D											
Notes												

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd


3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1452	775	0	1005	559	0	0	0	409	0	373
Future Volume (veh/h)	0	1452	775	0	1005	559	0	0	0	409	0	373
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	1853	580	0	1047	0				426	0	389
Adj No. of Lanes	0	3	1	0	3	1				2	0	2
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96				0.96	0.92	0.96
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	4149	1175	0	4149	1175				579	0	469
Arrive On Green	0.00	0.74	0.74	0.00	1.00	0.00				0.17	0.00	0.17
Sat Flow, veh/h	0	5588	1583	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	1853	580	0	1047	0				426	0	389
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	17.9	20.8	0.0	0.0	0.0				16.4	0.0	18.9
Cycle Q Clear(g_c), s	0.0	17.9	20.8	0.0	0.0	0.0				16.4	0.0	18.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4149	1175	0	4149	1175				579	0	469
V/C Ratio(X)	0.00	0.45	0.49	0.00	0.25	0.00				0.74	0.00	0.83
Avail Cap(c_a), veh/h	0	4149	1175	0	4149	1175				809	0	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.50	0.50	0.00	0.87	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	6.9	7.3	0.0	0.0	0.0				55.3	0.0	56.3
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.0	0.1	0.0				2.2	0.0	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.2	9.3	0.0	0.0	0.0				8.0	0.0	7.7
LnGrp Delay(d),s/veh	0.0	7.1	8.1	0.0	0.1	0.0				57.5	0.0	62.5
LnGrp LOS		A	A		A					E		E
Approach Vol, veh/h		2433			1047						815	
Approach Delay, s/veh		7.3			0.1						59.9	
Approach LOS		A			A						E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		110.3		29.7		110.3						
Change Period (Y+Rc), s		6.4		6.1		6.4						
Max Green Setting (Gmax), s		94.6		32.9		94.6						
Max Q Clear Time (g_c+I1), s		22.8		20.9		2.0						
Green Ext Time (p_c), s		54.3		2.7		65.2						
Intersection Summary												
HCM 2010 Ctrl Delay			15.6									
HCM 2010 LOS			B									
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑	↑↑		↑↑			
Traffic Volume (veh/h)	0	850	1011	0	957	487	607	0	432	0	0	0
Future Volume (veh/h)	0	850	1011	0	957	487	607	0	432	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	904	0	0	1018	518	646	0	460			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3826	1084	0	3481	1084	778	0	630			
Arrive On Green	0.00	1.00	0.00	0.00	0.68	0.68	0.23	0.00	0.23			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	904	0	0	1018	518	646	0	460			
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	11.1	21.5	25.0	0.0	21.4			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	11.1	21.5	25.0	0.0	21.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3826	1084	0	3481	1084	778	0	630			
V/C Ratio(X)	0.00	0.24	0.00	0.00	0.29	0.48	0.83	0.00	0.73			
Avail Cap(c_a), veh/h	0	3826	1084	0	3481	1084	1227	0	993			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.81	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	8.7	10.3	51.6	0.0	50.2			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	1.5	2.8	0.0	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	5.3	9.8	12.2	0.0	8.4			
LnGrp Delay(d),s/veh	0.0	0.1	0.0	0.0	8.9	11.9	54.4	0.0	51.9			
LnGrp LOS		A			A	B	D		D			
Approach Vol, veh/h		904			1536			1106				
Approach Delay, s/veh		0.1			9.9			53.4				
Approach LOS		A			A			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		102.2				102.2		37.8				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		77.6				77.6		49.9				
Max Q Clear Time (g_c+I1), s		2.0				23.5		27.0				
Green Ext Time (p_c), s		30.2				26.7		4.6				
Intersection Summary												
HCM 2010 Ctrl Delay			21.0									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary

7: Bernardo Center Dr & Rancho Bernardo Rd






















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	246	640	295	123	608	145	430	465	247	173	276	97
Future Volume (veh/h)	246	640	295	123	608	145	430	465	247	173	276	97
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	259	674	311	129	640	153	453	489	260	182	291	102
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	334	1284	539	195	868	207	534	669	354	257	775	488
Arrive On Green	0.09	0.34	0.34	0.06	0.31	0.31	0.16	0.30	0.30	0.07	0.22	0.22
Sat Flow, veh/h	3548	3725	1563	3442	2827	675	3442	2236	1183	3442	3539	1549
Grp Volume(v), veh/h	259	674	311	129	400	393	453	386	363	182	291	102
Grp Sat Flow(s),veh/h/ln	1774	1863	1563	1721	1770	1733	1721	1770	1650	1721	1770	1549
Q Serve(g_s), s	6.6	13.5	15.1	3.4	18.8	18.9	11.9	18.2	18.4	4.8	6.5	4.5
Cycle Q Clear(g_c), s	6.6	13.5	15.1	3.4	18.8	18.9	11.9	18.2	18.4	4.8	6.5	4.5
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	334	1284	539	195	543	532	534	530	494	257	775	488
V/C Ratio(X)	0.78	0.52	0.58	0.66	0.74	0.74	0.85	0.73	0.73	0.71	0.38	0.21
Avail Cap(c_a), veh/h	385	1417	595	255	630	616	621	875	816	422	1521	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	24.4	24.9	43.0	28.9	28.9	38.3	29.2	29.3	42.0	30.9	23.5
Incr Delay (d2), s/veh	8.4	0.3	1.1	4.0	3.8	4.0	9.6	2.0	2.1	3.6	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	7.0	6.6	1.7	9.8	9.6	6.4	9.2	8.7	2.4	3.2	2.0
LnGrp Delay(d),s/veh	49.5	24.7	26.1	47.0	32.7	32.9	47.8	31.2	31.4	45.6	31.2	23.7
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	1244				922				1202			
Approach Delay, s/veh	30.2				34.8				37.5			
Approach LOS	C				C				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	38.3	18.8	26.3	13.2	34.8	11.4	33.8				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	6.9	35.4	16.8	40.0	10.1	* 33	11.4	* 46				
Max Q Clear Time (g_c+I1), s	5.4	17.1	13.9	8.5	8.6	20.9	6.8	20.4				
Green Ext Time (p_c), s	0.0	10.0	0.5	7.7	0.1	7.7	0.2	7.3				
Intersection Summary												
HCM 2010 Ctrl Delay	34.1											
HCM 2010 LOS	C											
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd












3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	131	130	73	70	63	66	147	90	106	201	12
Future Volume (veh/h)	21	131	130	73	70	63	66	147	90	106	201	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	24	147	146	82	79	71	74	165	101	119	226	13
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	198	197	169	177	151	93	350	203	155	670	38
Arrive On Green	0.23	0.23	0.23	0.10	0.10	0.10	0.05	0.16	0.16	0.09	0.20	0.20
Sat Flow, veh/h	1774	851	846	1774	1863	1583	1774	2158	1253	1774	3399	194
Grp Volume(v), veh/h	24	0	293	82	79	71	74	134	132	119	117	122
Grp Sat Flow(s),veh/h/ln	1774	0	1697	1774	1863	1583	1774	1770	1642	1774	1770	1823
Q Serve(g_s), s	0.5	0.0	7.6	2.1	1.9	2.0	2.0	3.2	3.5	3.1	2.7	2.7
Cycle Q Clear(g_c), s	0.5	0.0	7.6	2.1	1.9	2.0	2.0	3.2	3.5	3.1	2.7	2.7
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.76	1.00		0.11
Lane Grp Cap(c), veh/h	414	0	396	169	177	151	93	287	266	155	349	360
V/C Ratio(X)	0.06	0.00	0.74	0.49	0.45	0.47	0.79	0.47	0.50	0.77	0.34	0.34
Avail Cap(c_a), veh/h	823	0	787	674	707	601	337	672	623	449	784	808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	16.9	20.3	20.3	20.3	22.2	18.0	18.1	21.2	16.4	16.4
Incr Delay (d2), s/veh	0.1	0.0	2.7	2.2	1.7	2.3	13.9	1.2	1.4	7.6	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.8	1.1	1.1	1.0	1.3	1.7	1.7	1.9	1.4	1.4
LnGrp Delay(d),s/veh	14.2	0.0	19.6	22.5	22.0	22.6	36.1	19.2	19.5	28.8	16.9	16.9
LnGrp LOS	B		B	C	C	C	D	B	B	C	B	B
Approach Vol, veh/h		317			232			340			358	
Approach Delay, s/veh		19.2			22.4			23.0			20.9	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	12.7		16.1	7.5	14.3		9.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	12.0	18.0		22.0	9.0	21.0		18.0				
Max Q Clear Time (g_c+I1), s	5.1	5.5		9.6	4.0	4.7		4.1				
Green Ext Time (p_c), s	0.1	2.2		1.5	0.1	2.5		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			21.3									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo















3/24/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	32	395	426	38	148	346		
Future Volume (veh/h)	32	395	426	38	148	346		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	37	459	495	44	172	402		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	50	2056	1633	145	513	458		
Arrive On Green	0.03	0.58	0.50	0.50	0.29	0.29		
Sat Flow, veh/h	1774	3632	3383	292	1774	1583		
Grp Volume(v), veh/h	37	459	266	273	172	402		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1811	1774	1583		
Q Serve(g_s), s	1.6	4.9	7.0	7.0	6.0	19.0		
Cycle Q Clear(g_c), s	1.6	4.9	7.0	7.0	6.0	19.0		
Prop In Lane	1.00			0.16	1.00	1.00		
Lane Grp Cap(c), veh/h	50	2056	878	899	513	458		
V/C Ratio(X)	0.74	0.22	0.30	0.30	0.34	0.88		
Avail Cap(c_a), veh/h	263	2056	878	899	777	693		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	37.8	7.9	11.7	11.7	21.9	26.5		
Incr Delay (d2), s/veh	18.9	0.3	0.9	0.9	0.4	8.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.1	2.4	3.6	3.7	3.0	16.0		
LnGrp Delay(d),s/veh	56.7	8.2	12.6	12.6	22.3	35.0		
LnGrp LOS	E	A	B	B	C	C		
Approach Vol, veh/h		496	539		574			
Approach Delay, s/veh		11.8	12.6		31.2			
Approach LOS		B	B		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		51.0		27.3	6.6	44.4		
Change Period (Y+Rc), s		5.5		* 4.7	4.4	5.5		
Max Green Setting (Gmax), s		45.5		* 34	11.6	29.5		
Max Q Clear Time (g_c+I1), s		6.9		21.0	3.6	9.0		
Green Ext Time (p_c), s		7.0		1.7	0.0	6.0		
Intersection Summary								
HCM 2010 Ctrl Delay			19.0					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

10: Bernardo Center Dr & West Bernardo Dr

3/24/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	408	385	0	369	349	329	469	
Future Volume (veh/h)	408	385	0	369	349	329	469	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	434	410		393	371	350	499	
Adj No. of Lanes	2	2		1	2	1	1	
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	579	1937		588	1742	550	757	
Arrive On Green	0.17	0.55		0.32	0.32	0.31	0.31	
Sat Flow, veh/h	3442	3632		1863	2782	1774	1583	
Grp Volume(v), veh/h	434	410		393	371	350	499	
Grp Sat Flow(s),veh/h/ln	1721	1770		1863	1391	1774	1583	
Q Serve(g_s), s	8.3	4.1		12.7	4.0	11.8	16.6	
Cycle Q Clear(g_c), s	8.3	4.1		12.7	4.0	11.8	16.6	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	579	1937		588	1742	550	757	
V/C Ratio(X)	0.75	0.21		0.67	0.21	0.64	0.66	
Avail Cap(c_a), veh/h	1271	3303		1142	2569	962	1125	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	27.4	8.0		20.6	5.6	20.6	13.8	
Incr Delay (d2), s/veh	2.0	0.1		1.3	0.1	1.2	1.0	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4.1	2.0		6.7	1.5	5.9	7.4	
LnGrp Delay(d),s/veh	29.4	8.1		21.9	5.7	21.8	14.8	
LnGrp LOS	C	A		C	A	C	B	
Approach Vol, veh/h		844		764		849		
Approach Delay, s/veh		19.1		14.0		17.7		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.1	27.4				43.4		25.9
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	25.6	42.5				* 65		37.6
Max Q Clear Time (g_c+I1), s	10.3	14.7				6.1		18.6
Green Ext Time (p_c), s	1.3	7.1				7.8		2.8
Intersection Summary								
HCM 2010 Ctrl Delay			17.0					
HCM 2010 LOS			B					
Notes								

APPENDIX D

SANDAG SELECT ZONE ASSIGNMENT & YEAR 2035 TRAFFIC VOLUMES AND LAND USE DATA

SANDAG
Series 11 2030re

Select Zone Plot
TAZ 1471

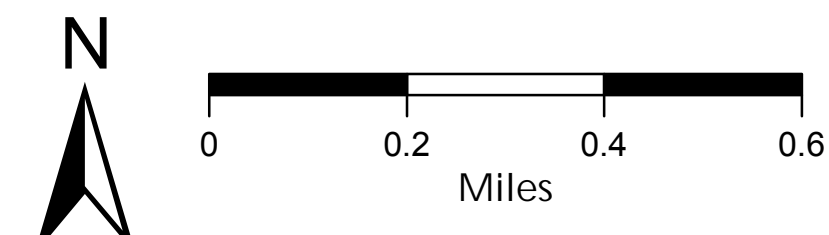
 Traffic Analysis Zones

Selz Volumes & Percentage

Unadjusted ADT(x1000)

Portions of this map contain information from the San Diego Association of Governments (SANDAG) Regional Information System. This product cannot be reproduced without the written permission of SANDAG.

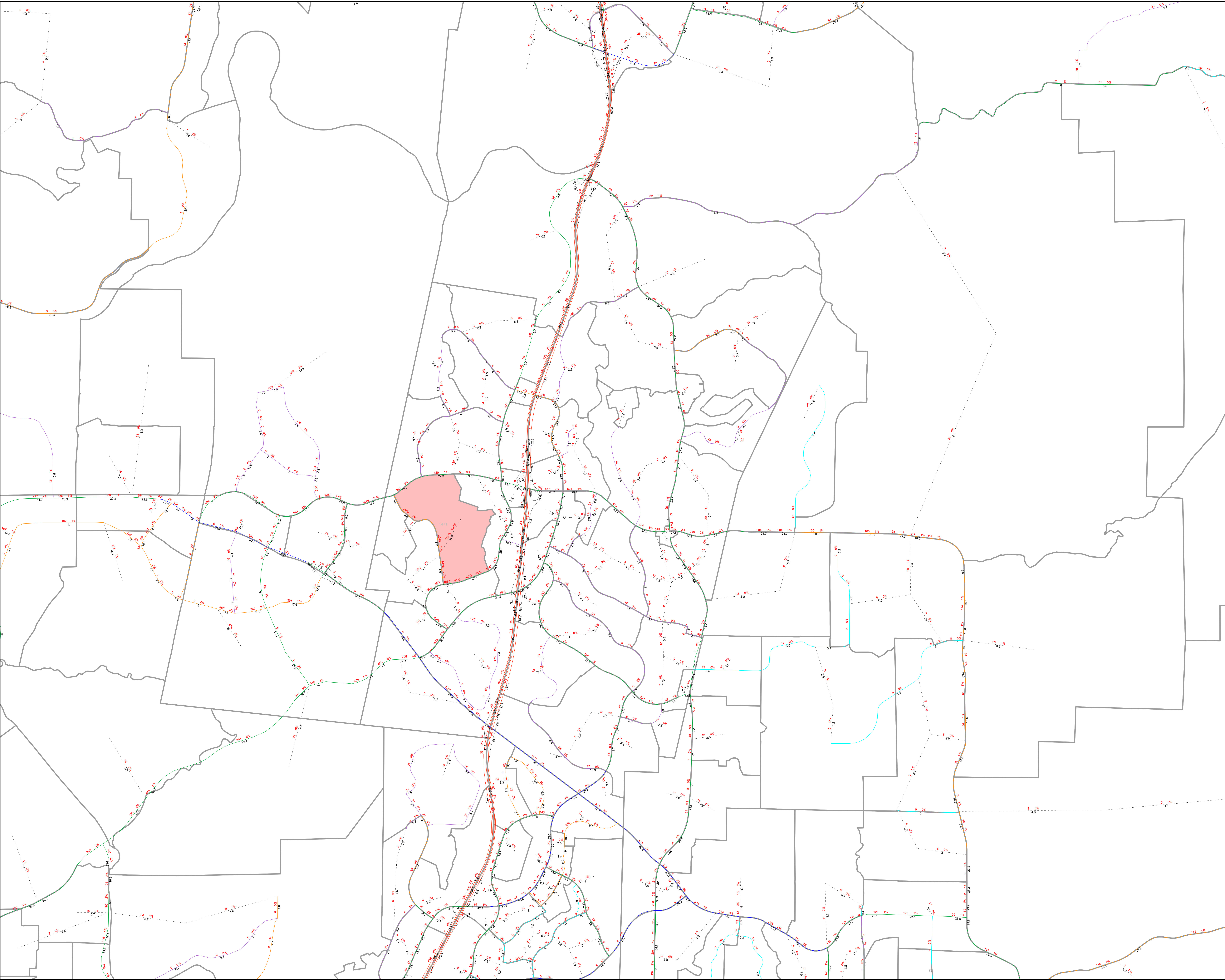
SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org



SANDAG

 servicebureau

Date: August 9, 2012





Final 2050 Regional Transportation Plan

San Diego Regional Traffic Forecast Information Center

Trip Generation and Land Use by Zone - Year: 2035

Traffic Analysis Zone: 1,575

Land Use Code	Description	Type	Amount	Person Trips	Vehicle Trips
1501	LOW-RISE HOTEL OR MOTEL	acre	3.7	1,381	863
2101	INDUSTRIAL PARK	acre	21.3	3,203	2,645
2103	LIGHT INDUSTRY	acre	0	0	0
4112	RIGHT-OF-WAY	acre	14.9	0	0
5008	SERVICE STATION	acre	0	0	0
6002	LOW RISE OFFICE	acre	61.2	18,475	14,271
6509	OTHER HEALTH CARE	acre	5	2,326	1,717
9101	INACTIVE USE	acre	27	0	0
TOTAL				25,385	19,496
LOADED VEHICLE TRIPS					19,481

Disclaimer: Reported person and vehicle trips are only estimates. The difference between estimated and loaded vehicle trips can be attributed to regional trip balancing, the mode choice model, and / or intrazonal trips.

Source: San Diego Association of Governments Traffic Forecast, October 2011




















APPENDIX E

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS OPENING DAY WITHOUT PROJECT

HCM 2010 Signalized Intersection Summary

1: Camino San Bernardo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	907	171	401	721	1	37	0	178	4	0	0
Future Volume (veh/h)	0	907	171	401	721	1	37	0	178	4	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	986	186	436	784	1	40	0	193	4	0	0
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	1272	240	551	2392	3	395	300	264	173	0	0
Arrive On Green	0.00	0.43	0.43	0.16	0.66	0.66	0.17	0.00	0.17	0.17	0.00	0.00
Sat Flow, veh/h	1774	2965	558	3442	3627	5	1412	1770	1557	362	0	0
Grp Volume(v), veh/h	0	588	584	436	383	402	40	0	193	4	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1754	1721	1770	1862	1412	1770	1557	362	0	0
Q Serve(g_s), s	0.0	18.2	18.3	7.8	6.0	6.0	0.0	0.0	7.5	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.2	18.3	7.8	6.0	6.0	1.2	0.0	7.5	7.8	0.0	0.0
Prop In Lane	1.00		0.32	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	3	759	753	551	1167	1228	395	300	264	173	0	0
V/C Ratio(X)	0.00	0.77	0.78	0.79	0.33	0.33	0.10	0.00	0.73	0.02	0.00	0.00
Avail Cap(c_a), veh/h	138	904	896	681	1167	1228	793	799	703	508	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.7	15.7	25.9	4.8	4.8	22.7	0.0	25.3	29.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.6	3.6	5.1	0.2	0.2	0.1	0.0	3.9	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.6	9.5	4.1	2.9	3.1	0.6	0.0	3.5	0.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	19.2	19.3	31.0	4.9	4.9	22.8	0.0	29.2	29.0	0.0	0.0
LnGrp LOS		B	B	C	A	A	C		C	C		
Approach Vol, veh/h		1172			1221			233			4	
Approach Delay, s/veh		19.3			14.2			28.1			29.0	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	33.6		15.9	0.0	48.4		15.9				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	12.7	32.8		29.0	5.0	40.5		29.0				
Max Q Clear Time (g_c+I1), s	9.8	20.3		9.8	0.0	8.0		9.5				
Green Ext Time (p_c), s	0.5	7.2		1.1	0.0	15.0		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay				17.7								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	900	302	596	1238	0	59	0	17	1	0	0
Future Volume (veh/h)	4	900	302	596	1238	0	59	0	17	1	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	4	1011	339	670	1391	0	66	0	19	1	0	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	1076	357	645	2740	0	172	0	92	107	0	0
Arrive On Green	0.00	0.41	0.41	0.36	0.77	0.00	0.06	0.00	0.06	0.06	0.00	0.00
Sat Flow, veh/h	1774	2595	862	1774	3632	0	1635	0	1558	526	0	0
Grp Volume(v), veh/h	4	686	664	670	1391	0	66	0	19	1	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1687	1774	1770	0	1635	0	1558	526	0	0
Q Serve(g_s), s	0.2	35.3	36.1	34.6	13.9	0.0	0.0	0.0	1.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.2	35.3	36.1	34.6	13.9	0.0	3.5	0.0	1.1	3.5	0.0	0.0
Prop In Lane	1.00		0.51	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	7	734	699	645	2740	0	172	0	92	107	0	0
V/C Ratio(X)	0.53	0.94	0.95	1.04	0.51	0.00	0.38	0.00	0.21	0.01	0.00	0.00
Avail Cap(c_a), veh/h	75	761	725	645	2740	0	518	0	475	452	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.3	26.6	26.9	30.3	4.0	0.0	43.8	0.0	42.7	45.5	0.0	0.0
Incr Delay (d2), s/veh	48.5	18.4	21.4	45.8	0.2	0.0	1.4	0.0	1.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	20.9	20.9	25.0	6.6	0.0	1.8	0.0	0.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	95.8	45.0	48.3	76.0	4.2	0.0	45.2	0.0	43.8	45.5	0.0	0.0
LnGrp LOS	F	D	D	F	A		D		D	D		
Approach Vol, veh/h		1354			2061			85			1	
Approach Delay, s/veh		46.8			27.5			44.9			45.5	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	39.0	45.3		10.8	4.8	79.5		10.8				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	34.6	40.9		* 29	4.0	* 72		29.0				
Max Q Clear Time (g_c+I1), s	36.6	38.1		5.5	2.2	15.9		5.5				
Green Ext Time (p_c), s	0.0	1.3		0.3	0.0	34.8		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				35.4								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	784	0	0	1602	17	0	0	0	84	0	141
Future Volume (veh/h)	33	784	0	0	1602	17	0	0	0	84	0	141
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	38	901	0	0	1841	20	0	0	0	97	0	162
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	2456	0	2	2255	24	69	363	0	147	11	185
Arrive On Green	0.03	0.69	0.00	0.00	0.63	0.63	0.00	0.00	0.00	0.19	0.00	0.19
Sat Flow, veh/h	1774	3632	0	1774	3587	39	1219	1863	0	509	58	948
Grp Volume(v), veh/h	38	901	0	0	907	954	0	0	0	259	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1856	1219	1863	0	1515	0	0
Q Serve(g_s), s	2.2	10.9	0.0	0.0	40.8	41.1	0.0	0.0	0.0	15.4	0.0	0.0
Cycle Q Clear(g_c), s	2.2	10.9	0.0	0.0	40.8	41.1	0.0	0.0	0.0	17.3	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.02	1.00		0.00	0.37		0.63
Lane Grp Cap(c), veh/h	48	2456	0	2	1113	1167	69	363	0	343	0	0
V/C Ratio(X)	0.79	0.37	0.00	0.00	0.82	0.82	0.00	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	68	2456	0	68	1231	1291	173	522	0	462	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.6	6.6	0.0	0.0	14.8	14.8	0.0	0.0	0.0	40.8	0.0	0.0
Incr Delay (d2), s/veh	32.9	0.1	0.0	0.0	4.0	3.9	0.0	0.0	0.0	4.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.3	0.0	0.0	20.9	21.9	0.0	0.0	0.0	7.7	0.0	0.0
LnGrp Delay(d),s/veh	83.5	6.7	0.0	0.0	18.8	18.7	0.0	0.0	0.0	45.6	0.0	0.0
LnGrp LOS	F	A			B	B				D		
Approach Vol, veh/h		939			1861			0			259	
Approach Delay, s/veh		9.8			18.7			0.0			45.6	
Approach LOS		A			B						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	79.6		25.0	6.8	72.7		25.0				
Change Period (Y+Rc), s	4.0	7.0		4.6	4.0	* 7		* 4.6				
Max Green Setting (Gmax), s	4.0	71.7		28.7	4.0	* 73		* 29				
Max Q Clear Time (g_c+I1), s	0.0	12.9		19.3	4.2	43.1		0.0				
Green Ext Time (p_c), s	0.0	37.3		1.1	0.0	22.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	18.3											
HCM 2010 LOS	B											
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd



















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	635	76	566	1483	271	110	86	124	643	312	164
Future Volume (veh/h)	42	635	76	566	1483	271	110	86	124	643	312	164
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	43	655	78	584	1529	279	113	89	128	663	322	169
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	916	108	902	1585	700	188	393	588	765	630	323
Arrive On Green	0.03	0.20	0.20	0.26	0.45	0.45	0.05	0.11	0.11	0.22	0.28	0.28
Sat Flow, veh/h	3442	4613	544	3442	3539	1562	3442	3539	1561	3442	2261	1161
Grp Volume(v), veh/h	43	480	253	584	1529	279	113	89	128	663	250	241
Grp Sat Flow(s),veh/h/ln	1721	1695	1767	1721	1770	1562	1721	1770	1561	1721	1770	1652
Q Serve(g_s), s	1.3	13.7	13.9	15.7	43.6	12.5	3.3	2.4	2.5	19.3	12.4	12.8
Cycle Q Clear(g_c), s	1.3	13.7	13.9	15.7	43.6	12.5	3.3	2.4	2.5	19.3	12.4	12.8
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.70
Lane Grp Cap(c), veh/h	94	673	351	902	1585	700	188	393	588	765	493	460
V/C Ratio(X)	0.46	0.71	0.72	0.65	0.96	0.40	0.60	0.23	0.22	0.87	0.51	0.52
Avail Cap(c_a), veh/h	132	1145	597	902	1597	705	1129	1332	1002	997	598	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	38.9	39.0	34.1	27.9	19.3	48.0	42.1	7.7	38.9	31.5	31.7
Incr Delay (d2), s/veh	3.4	1.4	2.8	1.6	14.9	0.4	3.0	0.3	0.2	6.6	0.8	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.5	7.1	7.7	24.5	5.4	1.7	1.2	1.3	9.8	6.2	5.9
LnGrp Delay(d),s/veh	53.2	40.3	41.8	35.7	42.8	19.7	51.1	42.4	7.8	45.5	32.3	32.6
LnGrp LOS	D	D	D	D	D	B	D	D	A	D	C	C
Approach Vol, veh/h		776			2392			330			1154	
Approach Delay, s/veh		41.5			38.4			32.0			39.9	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.9	26.5	10.1	34.4	7.2	52.2	27.5	16.9				
Change Period (Y+Rc), s	5.7	* 5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	15.6	* 35	34.1	35.1	4.0	46.9	30.1	39.1				
Max Q Clear Time (g_c+I1), s	17.7	15.9	5.3	14.8	3.3	45.6	21.3	4.5				
Green Ext Time (p_c), s	0.0	4.7	0.4	4.0	0.0	0.9	1.8	4.5				
Intersection Summary												
HCM 2010 Ctrl Delay				38.8								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd



















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	771	573	0	1246	505	0	0	0	659	0	1119
Future Volume (veh/h)	0	771	573	0	1246	505	0	0	0	659	0	1119
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	791	617	0	1312	0				694	0	1178
Adj No. of Lanes	0	2	2	0	3	1				2	0	2
Peak Hour Factor	0.92	0.95	0.95	0.92	0.95	0.95				0.95	0.92	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1666	1416	0	2499	708				1595	0	1292
Arrive On Green	0.00	0.45	0.45	0.00	0.59	0.00				0.46	0.00	0.46
Sat Flow, veh/h	0	3725	3167	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	791	617	0	1312	0				694	0	1178
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	20.9	18.7	0.0	19.4	0.0				19.0	0.0	55.0
Cycle Q Clear(g_c), s	0.0	20.9	18.7	0.0	19.4	0.0				19.0	0.0	55.0
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1666	1416	0	2499	708				1595	0	1292
V/C Ratio(X)	0.00	0.47	0.44	0.00	0.52	0.00				0.44	0.00	0.91
Avail Cap(c_a), veh/h	0	1666	1416	0	2499	708				1792	0	1451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.64	0.64	0.00	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.2	26.6	0.0	19.6	0.0				25.2	0.0	34.9
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.0	0.7	0.0				0.2	0.0	8.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.8	8.3	0.0	10.1	0.0				9.0	0.0	22.6
LnGrp Delay(d),s/veh	0.0	27.8	27.2	0.0	20.3	0.0				25.4	0.0	43.3
LnGrp LOS		C	C		C					C		D
Approach Vol, veh/h		1408			1312						1872	
Approach Delay, s/veh		27.5			20.3						36.7	
Approach LOS		C			C						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		69.0		71.0		69.0						
Change Period (Y+Rc), s		6.4		6.1		6.4						
Max Green Setting (Gmax), s		54.6		72.9		54.6						
Max Q Clear Time (g_c+I1), s		22.9		57.0		21.4						
Green Ext Time (p_c), s		22.6		7.9		23.4						
Intersection Summary												
HCM 2010 Ctrl Delay			29.2									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	838	593	0	1093	285	658	0	433	0	0	0
Future Volume (veh/h)	0	838	593	0	1093	285	658	0	433	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	891	0	0	1163	303	700	0	461			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3727	1056	0	3392	1056	839	0	679			
Arrive On Green	0.00	1.00	0.00	0.00	0.67	0.67	0.24	0.00	0.24			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	891	0	0	1163	303	700	0	461			
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	13.8	11.0	27.0	0.0	21.0			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	13.8	11.0	27.0	0.0	21.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3727	1056	0	3392	1056	839	0	679			
V/C Ratio(X)	0.00	0.24	0.00	0.00	0.34	0.29	0.83	0.00	0.68			
Avail Cap(c_a), veh/h	0	3727	1056	0	3392	1056	1423	0	1152			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.86	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	10.1	9.6	50.3	0.0	48.0			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.7	2.3	0.0	1.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	6.5	5.0	13.1	0.0	8.2			
LnGrp Delay(d),s/veh	0.0	0.1	0.0	0.0	10.3	10.3	52.5	0.0	49.2			
LnGrp LOS		A			B	B	D		D			
Approach Vol, veh/h		891			1466			1161				
Approach Delay, s/veh		0.1			10.3			51.2				
Approach LOS		A			B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		99.8				99.8		40.2				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		69.6				69.6		57.9				
Max Q Clear Time (g_c+I1), s		2.0				15.8		29.0				
Green Ext Time (p_c), s		29.0				26.5		5.1				
Intersection Summary												
HCM 2010 Ctrl Delay				21.2								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary

7: Bernardo Center Dr & Rancho Bernardo Rd






















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	595	300	163	821	85	258	188	109	185	247	111
Future Volume (veh/h)	320	595	300	163	821	85	258	188	109	185	247	111
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	344	643	321	175	883	91	277	202	117	199	266	119
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	434	1549	658	256	1190	123	359	397	220	284	564	442
Arrive On Green	0.12	0.42	0.42	0.07	0.37	0.37	0.10	0.18	0.18	0.08	0.16	0.16
Sat Flow, veh/h	3548	3725	1583	3442	3234	333	3442	2193	1214	3442	3539	1560
Grp Volume(v), veh/h	344	643	321	175	483	491	277	161	158	199	266	119
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1770	1798	1721	1770	1637	1721	1770	1560
Q Serve(g_s), s	8.0	10.4	12.6	4.2	20.2	20.2	6.7	7.0	7.4	4.8	5.8	5.0
Cycle Q Clear(g_c), s	8.0	10.4	12.6	4.2	20.2	20.2	6.7	7.0	7.4	4.8	5.8	5.0
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	434	1549	658	256	651	662	359	321	297	284	564	442
V/C Ratio(X)	0.79	0.42	0.49	0.68	0.74	0.74	0.77	0.50	0.53	0.70	0.47	0.27
Avail Cap(c_a), veh/h	551	1631	693	450	750	762	438	814	753	498	1666	928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	17.5	18.2	38.3	23.3	23.3	37.1	31.3	31.5	38.0	32.4	23.7
Incr Delay (d2), s/veh	6.1	0.2	0.6	3.2	3.4	3.4	6.8	1.2	1.5	3.1	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	5.3	5.6	2.1	10.4	10.6	3.5	3.5	3.5	2.4	2.9	2.2
LnGrp Delay(d),s/veh	42.4	17.7	18.7	41.5	26.8	26.7	43.9	32.5	33.0	41.1	33.1	24.0
LnGrp LOS	D	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	1308				1149				596			
Approach Delay, s/veh	24.4				29.0				37.9			
Approach LOS	C				C				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	41.5	13.3	19.4	14.8	37.5	11.4	21.3				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	11.1	37.2	10.8	40.0	13.2	* 36	12.3	* 39				
Max Q Clear Time (g_c+I1), s	6.2	14.6	8.7	7.8	10.0	22.2	6.8	9.4				
Green Ext Time (p_c), s	0.2	12.4	0.2	4.1	0.4	9.0	0.3	4.1				
Intersection Summary												
HCM 2010 Ctrl Delay	29.6											
HCM 2010 LOS	C											
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd












3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	170	149	102	51	40	30	100	74	97	218	10
Future Volume (veh/h)	20	170	149	102	51	40	30	100	74	97	218	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	185	162	111	55	43	33	109	80	105	237	11
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	460	236	207	189	199	169	53	279	189	136	637	29
Arrive On Green	0.26	0.26	0.26	0.11	0.11	0.11	0.03	0.14	0.14	0.08	0.18	0.18
Sat Flow, veh/h	1774	911	797	1774	1863	1583	1774	2018	1372	1774	3445	159
Grp Volume(v), veh/h	22	0	347	111	55	43	33	94	95	105	121	127
Grp Sat Flow(s),veh/h/ln	1774	0	1708	1774	1863	1583	1774	1770	1621	1774	1770	1835
Q Serve(g_s), s	0.4	0.0	9.0	2.8	1.3	1.2	0.9	2.3	2.5	2.8	2.9	2.9
Cycle Q Clear(g_c), s	0.4	0.0	9.0	2.8	1.3	1.2	0.9	2.3	2.5	2.8	2.9	2.9
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.85	1.00		0.09
Lane Grp Cap(c), veh/h	460	0	443	189	199	169	53	244	224	136	327	339
V/C Ratio(X)	0.05	0.00	0.78	0.59	0.28	0.25	0.63	0.39	0.42	0.77	0.37	0.37
Avail Cap(c_a), veh/h	706	0	680	781	820	697	186	742	679	372	927	961
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	16.4	20.3	19.6	19.6	22.9	18.7	18.8	21.6	17.0	17.0
Incr Delay (d2), s/veh	0.0	0.0	3.3	2.9	0.7	0.8	11.6	1.0	1.3	9.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.6	1.5	0.7	0.6	0.6	1.2	1.2	1.7	1.4	1.5
LnGrp Delay(d),s/veh	13.3	0.0	19.7	23.2	20.4	20.4	34.5	19.7	20.1	30.6	17.7	17.7
LnGrp LOS	B		B	C	C	C	C	B	C	C	B	B
Approach Vol, veh/h		369			209			222			353	
Approach Delay, s/veh		19.3			21.9			22.1			21.5	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	11.6		17.4	6.4	13.8		10.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	20.0		19.0	5.0	25.0		21.0				
Max Q Clear Time (g_c+I1), s	4.8	4.5		11.0	2.9	4.9		4.8				
Green Ext Time (p_c), s	0.1	2.1		1.4	0.0	2.3		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			21.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo















3/24/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	365	514	273	150	47	45		
Future Volume (veh/h)	365	514	273	150	47	45		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	429	605	321	176	55	53		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	943	2830	424	227	100	90		
Arrive On Green	0.53	0.80	0.19	0.19	0.06	0.06		
Sat Flow, veh/h	1774	3632	2318	1193	1774	1583		
Grp Volume(v), veh/h	429	605	254	243	55	53		
Grp Sat Flow(s), veh/h/ln	1774	1770	1770	1648	1774	1583		
Q Serve(g_s), s	10.6	2.9	9.6	9.9	2.1	2.3		
Cycle Q Clear(g_c), s	10.6	2.9	9.6	9.9	2.1	2.3		
Prop In Lane	1.00			0.72	1.00	1.00		
Lane Grp Cap(c), veh/h	943	2830	337	314	100	90		
V/C Ratio(X)	0.45	0.21	0.75	0.77	0.55	0.59		
Avail Cap(c_a), veh/h	943	2830	462	430	578	516		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.3	1.7	27.1	27.3	32.6	32.6		
Incr Delay (d2), s/veh	0.3	0.2	4.6	5.9	4.6	6.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.2	1.5	5.1	5.0	1.2	2.2		
LnGrp Delay(d),s/veh	10.6	1.9	31.7	33.2	37.1	38.7		
LnGrp LOS	B	A	C	C	D	D		
Approach Vol, veh/h		1034	497		108			
Approach Delay, s/veh		5.5	32.4		37.9			
Approach LOS		A	C		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		62.2		8.7	43.2	19.0		
Change Period (Y+Rc), s		5.5		* 4.7	5.5	* 5.5		
Max Green Setting (Gmax), s		56.7		* 23	33.8	* 19		
Max Q Clear Time (g_c+I1), s		4.9		4.3	12.6	11.9		
Green Ext Time (p_c), s		6.0		0.2	5.3	1.5		
Intersection Summary								
HCM 2010 Ctrl Delay			15.8					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

10: Bernardo Center Dr & West Bernardo Dr




















3/24/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	605	450	0	484	686	56	187	
Future Volume (veh/h)	605	450	0	484	686	56	187	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	680	506		544	771	63	210	
Adj No. of Lanes	2	2		1	2	1	1	
Peak Hour Factor	0.89	0.89		0.89	0.89	0.89	0.89	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	839	2582		792	1527	237	597	
Arrive On Green	0.24	0.73		0.43	0.43	0.13	0.13	
Sat Flow, veh/h	3442	3632		1863	2716	1774	1583	
Grp Volume(v), veh/h	680	506		544	771	63	210	
Grp Sat Flow(s),veh/h/ln	1721	1770		1863	1358	1774	1583	
Q Serve(g_s), s	13.5	3.3		17.2	12.7	2.3	6.9	
Cycle Q Clear(g_c), s	13.5	3.3		17.2	12.7	2.3	6.9	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	839	2582		792	1527	237	597	
V/C Ratio(X)	0.81	0.20		0.69	0.50	0.27	0.35	
Avail Cap(c_a), veh/h	1360	3389		1135	2028	809	1108	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	25.8	3.1		16.9	9.8	28.2	16.2	
Incr Delay (d2), s/veh	1.9	0.0		1.1	0.3	0.6	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	6.6	1.6		9.0	4.8	1.2	3.0	
LnGrp Delay(d),s/veh	27.7	3.1		18.0	10.1	28.8	16.5	
LnGrp LOS	C	A		B	B	C	B	
Approach Vol, veh/h		1186		1315		273		
Approach Delay, s/veh		17.2		13.4		19.3		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	22.0	36.3				58.3		14.1
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	28.6	44.1				* 69		33.0
Max Q Clear Time (g_c+I1), s	15.5	19.2				5.3		8.9
Green Ext Time (p_c), s	2.2	11.6				15.1		0.8
Intersection Summary								
HCM 2010 Ctrl Delay			15.6					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

1: Camino San Bernardo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	940	208	344	746	0	109	0	313	3	0	0
Future Volume (veh/h)	1	940	208	344	746	0	109	0	313	3	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	979	217	358	777	0	114	0	326	3	0	0
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1228	272	448	1969	0	520	442	395	153	0	0
Arrive On Green	0.00	0.43	0.43	0.13	0.56	0.00	0.25	0.00	0.25	0.25	0.00	0.00
Sat Flow, veh/h	1774	2874	636	3442	3632	0	1412	1770	1581	230	0	0
Grp Volume(v), veh/h	1	602	594	358	777	0	114	0	326	3	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1740	1721	1770	0	1412	1770	1581	230	0	0
Q Serve(g_s), s	0.0	22.2	22.3	7.6	9.4	0.0	0.0	0.0	14.7	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	22.2	22.3	7.6	9.4	0.0	3.9	0.0	14.7	14.9	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	756	744	448	1969	0	520	442	395	153	0	0
V/C Ratio(X)	0.41	0.80	0.80	0.80	0.39	0.00	0.22	0.00	0.83	0.02	0.00	0.00
Avail Cap(c_a), veh/h	118	836	821	504	1969	0	712	683	610	296	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.5	18.7	18.7	31.7	9.5	0.0	22.6	0.0	26.7	33.7	0.0	0.0
Incr Delay (d2), s/veh	84.2	4.9	5.1	8.0	0.1	0.0	0.2	0.0	5.5	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	11.7	11.6	4.1	4.6	0.0	1.9	0.0	6.9	0.1	0.0	0.0
LnGrp Delay(d),s/veh	121.7	23.6	23.9	39.8	9.6	0.0	22.8	0.0	32.1	33.7	0.0	0.0
LnGrp LOS	F	C	C	D	A		C		C	C		
Approach Vol, veh/h		1197			1135			440			3	
Approach Delay, s/veh		23.8			19.1			29.7			33.7	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	37.6		23.8	4.1	47.3		23.8				
Change Period (Y+Rc), s	4.0	5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s	11.0	35.5		29.0	5.0	41.5		29.0				
Max Q Clear Time (g_c+I1), s	9.6	24.3		16.9	2.0	11.4		16.7				
Green Ext Time (p_c), s	0.2	7.8		1.8	0.0	15.4		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay				22.8								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1324	49	18	927	1	276	0	341	1	0	0
Future Volume (veh/h)	6	1324	49	18	927	1	276	0	341	1	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	7	1455	54	20	1019	1	303	0	375	1	0	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	13	1746	65	32	1860	2	545	0	440	227	0	0
Arrive On Green	0.01	0.50	0.50	0.02	0.51	0.51	0.28	0.00	0.28	0.28	0.00	0.00
Sat Flow, veh/h	1774	3481	129	1774	3628	4	1602	0	1558	478	0	0
Grp Volume(v), veh/h	7	738	771	20	497	523	303	0	375	1	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1840	1774	1770	1862	1602	0	1558	478	0	0
Q Serve(g_s), s	0.3	28.0	28.1	0.9	14.9	14.9	0.0	0.0	17.8	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.3	28.0	28.1	0.9	14.9	14.9	11.6	0.0	17.8	11.6	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	13	888	923	32	907	954	545	0	440	227	0	0
V/C Ratio(X)	0.55	0.83	0.83	0.63	0.55	0.55	0.56	0.00	0.85	0.00	0.00	0.00
Avail Cap(c_a), veh/h	91	930	967	93	937	986	672	0	581	321	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.8	16.7	16.7	38.2	12.9	12.9	24.3	0.0	26.6	29.3	0.0	0.0
Incr Delay (d2), s/veh	31.7	6.3	6.2	18.3	0.6	0.6	0.9	0.0	9.2	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	15.1	15.7	0.6	7.3	7.7	5.8	0.0	8.8	0.0	0.0	0.0
LnGrp Delay(d),s/veh	70.5	23.0	22.9	56.6	13.6	13.5	25.2	0.0	35.8	29.3	0.0	0.0
LnGrp LOS	E	C	C	E	B	B	C		D	C		
Approach Vol, veh/h		1516			1040			678			1	
Approach Delay, s/veh		23.2			14.4			31.1			29.3	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	45.2		27.3	5.0	46.1		27.3				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	4.1	41.2		* 30	4.0	* 42		29.2				
Max Q Clear Time (g_c+I1), s	2.9	30.1		13.6	2.3	16.9		19.8				
Green Ext Time (p_c), s	0.0	9.2		2.9	0.0	17.5		2.3				
Intersection Summary												
HCM 2010 Ctrl Delay				22.0								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd
























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1477	0	1	862	48	0	0	0	41	0	105
Future Volume (veh/h)	109	1477	0	1	862	48	0	0	0	41	0	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	121	1641	0	1	958	53	0	0	0	46	0	117
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	2170	0	3	1793	99	114	258	0	118	16	154
Arrive On Green	0.09	0.61	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.14	0.00	0.14
Sat Flow, veh/h	1774	3632	0	1774	3410	189	1270	1863	0	323	112	1108
Grp Volume(v), veh/h	121	1641	0	1	497	514	0	0	0	163	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1829	1270	1863	0	1544	0	0
Q Serve(g_s), s	4.2	21.1	0.0	0.0	11.7	11.7	0.0	0.0	0.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	4.2	21.1	0.0	0.0	11.7	11.7	0.0	0.0	0.0	6.4	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.10	1.00		0.00	0.28		0.72
Lane Grp Cap(c), veh/h	157	2170	0	3	931	962	114	258	0	287	0	0
V/C Ratio(X)	0.77	0.76	0.00	0.36	0.53	0.53	0.00	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	337	2378	0	112	993	1026	514	844	0	749	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.1	8.8	0.0	31.5	9.9	9.9	0.0	0.0	0.0	26.1	0.0	0.0
Incr Delay (d2), s/veh	7.8	1.3	0.0	62.8	0.5	0.5	0.0	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	10.4	0.0	0.1	5.8	6.0	0.0	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	36.0	10.1	0.0	94.3	10.3	10.3	0.0	0.0	0.0	27.9	0.0	0.0
LnGrp LOS	D	B		F	B	B				C		
Approach Vol, veh/h		1762			1012			0			163	
Approach Delay, s/veh		11.9			10.4			0.0			27.9	
Approach LOS		B			B						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.1	45.7		13.3	9.6	40.2		13.3				
Change Period (Y+Rc), s	4.0	7.0		4.6	4.0	* 7		* 4.6				
Max Green Setting (Gmax), s	4.0	42.4		28.0	12.0	* 35		* 29				
Max Q Clear Time (g_c+I1), s	2.0	23.1		8.4	6.2	13.7		0.0				
Green Ext Time (p_c), s	0.0	15.6		0.9	0.1	17.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				12.3								
HCM 2010 LOS				B								
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd



















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	1408	31	176	858	477	138	322	629	327	66	65
Future Volume (veh/h)	154	1408	31	176	858	477	138	322	629	327	66	65
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	157	1437	32	180	876	487	141	329	642	334	67	66
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	1625	36	395	1354	604	210	932	597	416	578	507
Arrive On Green	0.06	0.32	0.32	0.11	0.38	0.38	0.06	0.26	0.26	0.12	0.32	0.32
Sat Flow, veh/h	3442	5119	114	3442	3539	1580	3442	3539	1578	3442	1788	1568
Grp Volume(v), veh/h	157	952	517	180	876	487	141	329	642	334	66	67
Grp Sat Flow(s),veh/h/ln	1721	1695	1843	1721	1770	1580	1721	1770	1578	1721	1770	1586
Q Serve(g_s), s	5.2	31.0	31.0	5.7	23.7	32.1	4.7	8.8	23.9	11.0	3.1	3.5
Cycle Q Clear(g_c), s	5.2	31.0	31.0	5.7	23.7	32.1	4.7	8.8	23.9	11.0	3.1	3.5
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		0.99
Lane Grp Cap(c), veh/h	215	1076	585	395	1354	604	210	932	597	416	572	513
V/C Ratio(X)	0.73	0.88	0.88	0.46	0.65	0.81	0.67	0.35	1.08	0.80	0.12	0.13
Avail Cap(c_a), veh/h	272	1120	609	508	1418	633	1007	1187	711	889	572	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	37.7	37.7	48.2	29.5	32.1	53.6	34.9	20.4	49.9	27.7	27.9
Incr Delay (d2), s/veh	7.3	8.4	14.1	0.8	1.0	7.3	3.7	0.2	55.9	3.7	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	15.8	18.1	2.7	11.7	15.1	2.3	4.3	23.4	5.5	1.5	1.5
LnGrp Delay(d),s/veh	61.0	46.2	51.9	49.0	30.5	39.4	57.2	35.1	76.3	53.6	27.8	28.0
LnGrp LOS	E	D	D	D	C	D	E	D	F	D	C	C
Approach Vol, veh/h		1626			1543			1112			467	
Approach Delay, s/veh		49.4			35.5			61.7			46.2	
Approach LOS		D			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.1	42.9	11.5	43.1	11.7	50.3	18.5	36.1				
Change Period (Y+Rc), s	5.7	* 5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	17.2	* 39	34.1	35.1	9.2	46.7	30.1	39.1				
Max Q Clear Time (g_c+I1), s	7.7	33.0	6.7	5.5	7.2	34.1	13.0	25.9				
Green Ext Time (p_c), s	5.7	4.0	0.4	6.3	0.1	6.9	1.1	4.5				
Intersection Summary												
HCM 2010 Ctrl Delay				47.4								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd


3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1528	834	0	1069	559	0	0	0	409	0	404
Future Volume (veh/h)	0	1528	834	0	1069	559	0	0	0	409	0	404
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	1973	615	0	1114	0				426	0	421
Adj No. of Lanes	0	3	1	0	3	1				2	0	2
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96				0.96	0.92	0.96
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	4093	1160	0	4093	1160				614	0	497
Arrive On Green	0.00	0.73	0.73	0.00	1.00	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	5588	1583	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	1973	615	0	1114	0				426	0	421
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	20.4	23.8	0.0	0.0	0.0				16.3	0.0	20.5
Cycle Q Clear(g_c), s	0.0	20.4	23.8	0.0	0.0	0.0				16.3	0.0	20.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4093	1160	0	4093	1160				614	0	497
V/C Ratio(X)	0.00	0.48	0.53	0.00	0.27	0.00				0.69	0.00	0.85
Avail Cap(c_a), veh/h	0	4093	1160	0	4093	1160				784	0	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.35	0.35	0.00	0.86	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.7	8.2	0.0	0.0	0.0				53.9	0.0	55.7
Incr Delay (d2), s/veh	0.0	0.1	0.6	0.0	0.1	0.0				1.9	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.5	10.4	0.0	0.1	0.0				7.9	0.0	8.5
LnGrp Delay(d),s/veh	0.0	7.9	8.8	0.0	0.1	0.0				55.8	0.0	64.1
LnGrp LOS		A	A		A					E		E
Approach Vol, veh/h		2588			1114						847	
Approach Delay, s/veh		8.1			0.1						59.9	
Approach LOS		A			A						E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		108.9		31.1		108.9						
Change Period (Y+Rc), s		6.4		6.1		6.4						
Max Green Setting (Gmax), s		95.6		31.9		95.6						
Max Q Clear Time (g_c+I1), s		25.8		22.5		2.0						
Green Ext Time (p_c), s		56.8		2.5		71.4						
Intersection Summary												
HCM 2010 Ctrl Delay			15.8									
HCM 2010 LOS			B									
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑	↑↑		↑↑			
Traffic Volume (veh/h)	0	879	1058	0	983	487	645	0	432	0	0	0
Future Volume (veh/h)	0	879	1058	0	983	487	645	0	432	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	935	0	0	1046	518	686	0	460			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3758	1065	0	3420	1065	820	0	664			
Arrive On Green	0.00	1.00	0.00	0.00	0.67	0.67	0.24	0.00	0.24			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	935	0	0	1046	518	686	0	460			
Grp Sat Flow(s), veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	11.9	22.3	26.6	0.0	21.1			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	11.9	22.3	26.6	0.0	21.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3758	1065	0	3420	1065	820	0	664			
V/C Ratio(X)	0.00	0.25	0.00	0.00	0.31	0.49	0.84	0.00	0.69			
Avail Cap(c_a), veh/h	0	3758	1065	0	3420	1065	1251	0	1013			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.79	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	9.5	11.2	50.7	0.0	48.7			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	1.6	3.2	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	5.6	10.1	13.0	0.0	8.2			
LnGrp Delay(d),s/veh	0.0	0.1	0.0	0.0	9.7	12.7	53.9	0.0	50.0			
LnGrp LOS		A			A	B	D		D			
Approach Vol, veh/h		935			1564			1146				
Approach Delay, s/veh		0.1			10.7			52.3				
Approach LOS		A			B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		100.6				100.6		39.4				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		76.6				76.6		50.9				
Max Q Clear Time (g_c+I1), s		2.0				24.3		28.6				
Green Ext Time (p_c), s		31.6				27.3		4.8				
Intersection Summary												
HCM 2010 Ctrl Delay				21.1								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary

7: Bernardo Center Dr & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	249	663	298	123	631	145	431	465	247	173	276	99
Future Volume (veh/h)	249	663	298	123	631	145	431	465	247	173	276	99
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	262	698	314	129	664	153	454	489	260	182	291	104
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	334	1304	547	194	890	205	531	666	352	256	771	486
Arrive On Green	0.09	0.35	0.35	0.06	0.31	0.31	0.15	0.30	0.30	0.07	0.22	0.22
Sat Flow, veh/h	3548	3725	1563	3442	2850	656	3442	2236	1183	3442	3539	1549
Grp Volume(v), veh/h	262	698	314	129	412	405	454	386	363	182	291	104
Grp Sat Flow(s),veh/h/ln	1774	1863	1563	1721	1770	1736	1721	1770	1650	1721	1770	1549
Q Serve(g_s), s	6.8	14.2	15.4	3.5	19.7	19.8	12.1	18.5	18.7	4.9	6.6	4.7
Cycle Q Clear(g_c), s	6.8	14.2	15.4	3.5	19.7	19.8	12.1	18.5	18.7	4.9	6.6	4.7
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	334	1304	547	194	553	542	531	527	491	256	771	486
V/C Ratio(X)	0.78	0.54	0.57	0.66	0.75	0.75	0.85	0.73	0.74	0.71	0.38	0.21
Avail Cap(c_a), veh/h	364	1404	589	251	631	620	605	858	800	415	1499	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	24.5	25.0	43.7	29.1	29.1	38.9	29.8	29.9	42.7	31.5	24.0
Incr Delay (d2), s/veh	9.9	0.3	1.2	4.2	4.2	4.3	10.4	2.0	2.2	3.6	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	7.3	6.8	1.8	10.3	10.1	6.5	9.3	8.8	2.5	3.3	2.0
LnGrp Delay(d),s/veh	51.8	24.9	26.1	47.9	33.3	33.4	49.3	31.8	32.0	46.3	31.8	24.2
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	1274				946				1203			
Approach Delay, s/veh	30.7				35.3				38.5			
Approach LOS	C				D				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	39.3	19.0	26.5	13.3	35.7	11.4	34.0				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	6.9	35.6	16.6	40.0	9.7	* 34	11.4	* 46				
Max Q Clear Time (g_c+I1), s	5.5	17.4	14.1	8.6	8.8	21.8	6.9	20.7				
Green Ext Time (p_c), s	0.0	10.3	0.4	7.7	0.1	7.8	0.2	7.3				
Intersection Summary												
HCM 2010 Ctrl Delay	34.8											
HCM 2010 LOS	C											
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd












3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	131	132	73	70	63	67	147	90	106	202	12
Future Volume (veh/h)	21	131	132	73	70	63	67	147	90	106	202	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	24	147	148	82	79	71	75	165	101	119	227	13
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	418	199	200	169	177	151	95	350	203	155	666	38
Arrive On Green	0.24	0.24	0.24	0.10	0.10	0.10	0.05	0.16	0.16	0.09	0.20	0.20
Sat Flow, veh/h	1774	845	851	1774	1863	1583	1774	2158	1253	1774	3400	193
Grp Volume(v), veh/h	24	0	295	82	79	71	75	134	132	119	117	123
Grp Sat Flow(s),veh/h/ln	1774	0	1696	1774	1863	1583	1774	1770	1642	1774	1770	1824
Q Serve(g_s), s	0.5	0.0	7.7	2.1	1.9	2.0	2.0	3.3	3.5	3.1	2.7	2.8
Cycle Q Clear(g_c), s	0.5	0.0	7.7	2.1	1.9	2.0	2.0	3.3	3.5	3.1	2.7	2.8
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.76	1.00		0.11
Lane Grp Cap(c), veh/h	418	0	399	169	177	151	95	287	266	155	347	357
V/C Ratio(X)	0.06	0.00	0.74	0.49	0.45	0.47	0.79	0.47	0.50	0.77	0.34	0.34
Avail Cap(c_a), veh/h	857	0	820	671	704	599	335	669	621	410	744	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	16.8	20.4	20.4	20.4	22.3	18.1	18.2	21.2	16.5	16.5
Incr Delay (d2), s/veh	0.1	0.0	2.7	2.2	1.8	2.3	13.6	1.2	1.4	7.7	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.8	1.1	1.1	1.0	1.3	1.7	1.7	1.9	1.4	1.4
LnGrp Delay(d),s/veh	14.2	0.0	19.5	22.6	22.1	22.7	35.9	19.3	19.6	29.0	17.1	17.1
LnGrp LOS	B		B	C	C	C	D	B	B	C	B	B
Approach Vol, veh/h		319			232			341			359	
Approach Delay, s/veh		19.1			22.5			23.1			21.0	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	12.7		16.2	7.5	14.3		9.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	18.0		23.0	9.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	5.1	5.5		9.7	4.0	4.8		4.1				
Green Ext Time (p_c), s	0.1	2.2		1.6	0.1	2.4		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			21.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo















3/24/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	32	402	438	38	148	346		
Future Volume (veh/h)	32	402	438	38	148	346		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	37	467	509	44	172	402		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	50	2067	1651	142	511	456		
Arrive On Green	0.03	0.58	0.50	0.50	0.29	0.29		
Sat Flow, veh/h	1774	3632	3391	284	1774	1583		
Grp Volume(v), veh/h	37	467	272	281	172	402		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1813	1774	1583		
Q Serve(g_s), s	1.6	5.0	7.2	7.3	6.1	19.3		
Cycle Q Clear(g_c), s	1.6	5.0	7.2	7.3	6.1	19.3		
Prop In Lane	1.00			0.16	1.00	1.00		
Lane Grp Cap(c), veh/h	50	2067	886	908	511	456		
V/C Ratio(X)	0.74	0.23	0.31	0.31	0.34	0.88		
Avail Cap(c_a), veh/h	281	2067	886	908	742	662		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	38.4	7.9	11.7	11.7	22.4	27.1		
Incr Delay (d2), s/veh	19.3	0.3	0.9	0.9	0.4	9.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.1	2.5	3.7	3.8	3.0	16.4		
LnGrp Delay(d),s/veh	57.7	8.2	12.6	12.6	22.7	36.7		
LnGrp LOS	E	A	B	B	C	D		
Approach Vol, veh/h		504	553		574			
Approach Delay, s/veh		11.8	12.6		32.5			
Approach LOS		B	B		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		52.0		27.6	6.6	45.4		
Change Period (Y+Rc), s		5.5		* 4.7	4.4	5.5		
Max Green Setting (Gmax), s		46.5		* 33	12.6	29.5		
Max Q Clear Time (g_c+I1), s		7.0		21.3	3.6	9.3		
Green Ext Time (p_c), s		7.2		1.6	0.0	6.1		
Intersection Summary								
HCM 2010 Ctrl Delay			19.4					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

10: Bernardo Center Dr & West Bernardo Dr

3/24/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	413	385	0	369	352	335	475	
Future Volume (veh/h)	413	385	0	369	352	335	475	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	439	410		393	374	356	505	
Adj No. of Lanes	2	2		1	2	1	1	
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	583	1934		586	1745	554	763	
Arrive On Green	0.17	0.55		0.31	0.31	0.31	0.31	
Sat Flow, veh/h	3442	3632		1863	2782	1774	1583	
Grp Volume(v), veh/h	439	410		393	374	356	505	
Grp Sat Flow(s),veh/h/ln	1721	1770		1863	1391	1774	1583	
Q Serve(g_s), s	8.5	4.2		12.9	4.1	12.1	17.0	
Cycle Q Clear(g_c), s	8.5	4.2		12.9	4.1	12.1	17.0	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	583	1934		586	1745	554	763	
V/C Ratio(X)	0.75	0.21		0.67	0.21	0.64	0.66	
Avail Cap(c_a), veh/h	1257	3266		1129	2557	951	1117	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	27.7	8.2		20.9	5.6	20.7	13.8	
Incr Delay (d2), s/veh	2.0	0.1		1.3	0.1	1.3	1.0	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4.2	2.0		6.8	1.5	6.1	7.6	
LnGrp Delay(d),s/veh	29.7	8.2		22.2	5.7	22.0	14.8	
LnGrp LOS	C	A		C	A	C	B	
Approach Vol, veh/h		849		767		861		
Approach Delay, s/veh		19.3		14.2		17.8		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.3	27.5				43.8		26.3
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	25.6	42.5				* 65		37.6
Max Q Clear Time (g_c+I1), s	10.5	14.9				6.2		19.0
Green Ext Time (p_c), s	1.4	7.1				7.8		2.9
Intersection Summary								
HCM 2010 Ctrl Delay			17.2					
HCM 2010 LOS			B					
Notes								




















APPENDIX F

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS OPENING DAY WITH PROJECT

HCM 2010 Signalized Intersection Summary

1: Camino San Bernardo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	943	171	405	730	1	37	0	194	4	0	0
Future Volume (veh/h)	0	943	171	405	730	1	37	0	194	4	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	1025	186	440	793	1	40	0	211	4	0	0
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	1259	228	556	2364	3	413	320	282	171	0	0
Arrive On Green	0.00	0.42	0.42	0.16	0.65	0.65	0.18	0.00	0.18	0.18	0.00	0.00
Sat Flow, veh/h	1774	2986	541	3442	3627	5	1412	1770	1558	339	0	0
Grp Volume(v), veh/h	0	607	604	440	387	407	40	0	211	4	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1757	1721	1770	1862	1412	1770	1558	339	0	0
Q Serve(g_s), s	0.0	19.8	19.9	8.1	6.4	6.4	0.0	0.0	8.4	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	19.8	19.9	8.1	6.4	6.4	1.2	0.0	8.4	8.7	0.0	0.0
Prop In Lane	1.00		0.31	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	3	746	741	556	1153	1214	413	320	282	171	0	0
V/C Ratio(X)	0.00	0.81	0.82	0.79	0.34	0.34	0.10	0.00	0.75	0.02	0.00	0.00
Avail Cap(c_a), veh/h	135	861	855	706	1153	1214	780	780	687	474	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	16.7	16.8	26.5	5.1	5.1	22.6	0.0	25.5	29.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.3	5.5	4.8	0.2	0.2	0.1	0.0	4.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.7	10.7	4.2	3.2	3.3	0.6	0.0	3.9	0.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	22.0	22.2	31.3	5.3	5.3	22.7	0.0	29.5	29.7	0.0	0.0
LnGrp LOS		C	C	C	A	A	C		C	C		
Approach Vol, veh/h		1211			1234			251			4	
Approach Delay, s/veh		22.1			14.5			28.4			29.7	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.1	33.7		16.9	0.0	48.9		16.9				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	13.5	32.0		29.0	5.0	40.5		29.0				
Max Q Clear Time (g_c+I1), s	10.1	21.9		10.7	0.0	8.4		10.4				
Green Ext Time (p_c), s	0.5	5.8		1.2	0.0	15.5		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay				19.3								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	952	302	602	1251	0	59	0	43	1	0	0
Future Volume (veh/h)	4	952	302	602	1251	0	59	0	43	1	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	4	1070	339	676	1406	0	66	0	48	1	0	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	1084	339	650	2737	0	176	0	98	110	0	0
Arrive On Green	0.00	0.41	0.41	0.37	0.77	0.00	0.06	0.00	0.06	0.06	0.00	0.00
Sat Flow, veh/h	1774	2638	826	1774	3632	0	1620	0	1559	569	0	0
Grp Volume(v), veh/h	4	713	696	676	1406	0	66	0	48	1	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1694	1774	1770	0	1620	0	1559	569	0	0
Q Serve(g_s), s	0.2	38.6	39.8	35.6	14.5	0.0	0.0	0.0	2.9	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.2	38.6	39.8	35.6	14.5	0.0	3.5	0.0	2.9	3.6	0.0	0.0
Prop In Lane	1.00		0.49	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	7	727	696	650	2737	0	176	0	98	110	0	0
V/C Ratio(X)	0.54	0.98	1.00	1.04	0.51	0.00	0.38	0.00	0.49	0.01	0.00	0.00
Avail Cap(c_a), veh/h	73	727	696	650	2737	0	508	0	466	433	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.2	28.2	28.6	30.7	4.1	0.0	44.3	0.0	44.0	46.0	0.0	0.0
Incr Delay (d2), s/veh	48.6	28.5	33.8	45.9	0.2	0.0	1.3	0.0	3.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	24.6	25.1	25.6	6.9	0.0	1.8	0.0	1.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	96.9	56.8	62.4	76.6	4.3	0.0	45.6	0.0	47.8	46.1	0.0	0.0
LnGrp LOS	F	E	E	F	A		D		D	D		
Approach Vol, veh/h		1413			2082			114			1	
Approach Delay, s/veh		59.7			27.8			46.5			46.1	
Approach LOS		E			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	40.0	45.8		11.3	4.8	81.0		11.3				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	35.6	39.9		* 29	4.0	* 72		29.0				
Max Q Clear Time (g_c+I1), s	37.6	41.8		5.6	2.2	16.5		5.5				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	36.0		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				40.9								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	784	78	240	1602	17	19	2	60	84	6	141
Future Volume (veh/h)	33	784	78	240	1602	17	19	2	60	84	6	141
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	38	901	90	276	1841	20	22	2	69	97	7	162
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1577	158	276	2201	24	239	10	335	141	21	183
Arrive On Green	0.03	0.49	0.49	0.16	0.61	0.61	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1774	3250	325	1774	3587	39	1211	45	1545	446	97	844
Grp Volume(v), veh/h	38	491	500	276	907	954	22	0	71	266	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1805	1774	1770	1856	1211	0	1590	1386	0	0
Q Serve(g_s), s	2.3	21.6	21.6	17.0	44.4	44.7	0.0	0.0	4.0	16.6	0.0	0.0
Cycle Q Clear(g_c), s	2.3	21.6	21.6	17.0	44.4	44.7	2.6	0.0	4.0	20.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.02	1.00		0.97	0.36		0.61
Lane Grp Cap(c), veh/h	48	859	876	276	1086	1139	239	0	344	345	0	0
V/C Ratio(X)	0.79	0.57	0.57	1.00	0.84	0.84	0.09	0.00	0.21	0.77	0.00	0.00
Avail Cap(c_a), veh/h	81	955	974	276	1166	1222	297	0	422	409	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.9	20.0	20.0	46.2	16.7	16.8	34.6	0.0	35.1	42.1	0.0	0.0
Incr Delay (d2), s/veh	24.2	0.7	0.6	54.3	5.1	5.0	0.2	0.0	0.3	7.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.6	10.9	12.4	23.0	24.1	0.5	0.0	1.8	8.5	0.0	0.0
LnGrp Delay(d),s/veh	77.1	20.7	20.7	100.5	21.9	21.8	34.7	0.0	35.4	49.4	0.0	0.0
LnGrp LOS	E	C	C	F	C	C	C		D	D		
Approach Vol, veh/h		1029			2137			93			266	
Approach Delay, s/veh		22.8			32.0			35.2			49.4	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.0	60.0		28.3	7.0	74.1		28.3				
Change Period (Y+Rc), s	4.0	7.0		4.6	4.0	* 7		* 4.6				
Max Green Setting (Gmax), s	17.0	59.0		28.4	5.0	* 72		* 29				
Max Q Clear Time (g_c+I1), s	19.0	23.6		22.6	4.3	46.7		6.0				
Green Ext Time (p_c), s	0.0	26.6		1.1	0.0	20.4		2.4				
Intersection Summary												
HCM 2010 Ctrl Delay				30.7								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd



















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	688	81	566	1697	271	126	86	124	643	312	174
Future Volume (veh/h)	44	688	81	566	1697	271	126	86	124	643	312	174
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	45	709	84	584	1749	279	130	89	128	663	322	179
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	988	116	855	1589	701	206	391	566	764	603	328
Arrive On Green	0.03	0.21	0.21	0.25	0.45	0.45	0.06	0.11	0.11	0.22	0.27	0.27
Sat Flow, veh/h	3442	4615	542	3442	3539	1562	3442	3539	1561	3442	2212	1202
Grp Volume(v), veh/h	45	519	274	584	1749	279	130	89	128	663	256	245
Grp Sat Flow(s),veh/h/ln	1721	1695	1767	1721	1770	1562	1721	1770	1561	1721	1770	1644
Q Serve(g_s), s	1.3	14.8	15.0	16.0	46.9	12.5	3.9	2.4	2.5	19.4	12.9	13.3
Cycle Q Clear(g_c), s	1.3	14.8	15.0	16.0	46.9	12.5	3.9	2.4	2.5	19.4	12.9	13.3
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		0.73
Lane Grp Cap(c), veh/h	96	726	378	855	1589	701	206	391	566	764	482	448
V/C Ratio(X)	0.47	0.72	0.72	0.68	1.10	0.40	0.63	0.23	0.23	0.87	0.53	0.55
Avail Cap(c_a), veh/h	132	1237	645	855	1589	701	1124	1325	978	992	595	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	38.1	38.2	35.5	28.8	19.3	48.0	42.4	8.1	39.2	32.3	32.5
Incr Delay (d2), s/veh	3.5	1.3	2.6	2.2	55.4	0.4	3.1	0.3	0.2	6.7	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.1	7.6	7.9	35.0	5.5	1.9	1.2	1.4	9.9	6.4	6.2
LnGrp Delay(d),s/veh	53.5	39.4	40.8	37.8	84.2	19.7	51.1	42.7	8.3	45.8	33.2	33.5
LnGrp LOS	D	D	D	D	F	B	D	D	A	D	C	C
Approach Vol, veh/h		838			2612			347			1164	
Approach Delay, s/veh		40.6			66.9			33.2			40.5	
Approach LOS		D			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.6	28.3	10.7	33.9	7.3	52.6	27.6	17.0				
Change Period (Y+Rc), s	5.7	* 5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	12.6	* 38	34.1	35.1	4.0	46.9	30.1	39.1				
Max Q Clear Time (g_c+I1), s	18.0	17.0	5.9	15.3	3.3	48.9	21.4	4.5				
Green Ext Time (p_c), s	0.0	5.3	0.4	4.1	0.0	0.0	1.8	4.6				
Intersection Summary												
HCM 2010 Ctrl Delay				53.9								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd

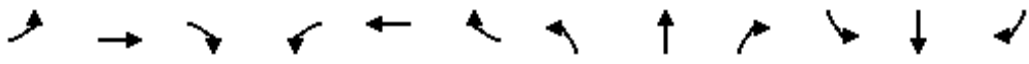
3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	799	598	0	1379	505	0	0	0	659	0	1200
Future Volume (veh/h)	0	799	598	0	1379	505	0	0	0	659	0	1200
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	822	642	0	1452	0				694	0	1263
Adj No. of Lanes	0	2	2	0	3	1				2	0	2
Peak Hour Factor	0.92	0.95	0.95	0.92	0.95	0.95				0.95	0.92	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1584	1347	0	2376	673				1671	0	1353
Arrive On Green	0.00	0.43	0.43	0.00	0.57	0.00				0.49	0.00	0.49
Sat Flow, veh/h	0	3725	3167	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	822	642	0	1452	0				694	0	1263
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	22.8	20.5	0.0	24.1	0.0				18.2	0.0	59.7
Cycle Q Clear(g_c), s	0.0	22.8	20.5	0.0	24.1	0.0				18.2	0.0	59.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1584	1347	0	2376	673				1671	0	1353
V/C Ratio(X)	0.00	0.52	0.48	0.00	0.61	0.00				0.42	0.00	0.93
Avail Cap(c_a), veh/h	0	1584	1347	0	2376	673				1768	0	1431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.63	0.63	0.00	0.82	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.7	29.0	0.0	22.7	0.0				23.2	0.0	33.9
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.0	1.0	0.0				0.2	0.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.9	9.1	0.0	12.6	0.0				8.7	0.0	25.1
LnGrp Delay(d),s/veh	0.0	30.4	29.8	0.0	23.7	0.0				23.4	0.0	45.0
LnGrp LOS		C	C		C					C		D
Approach Vol, veh/h		1464			1452						1957	
Approach Delay, s/veh		30.1			23.7						37.3	
Approach LOS		C			C						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		65.9		74.1		65.9						
Change Period (Y+Rc), s		6.4		6.1		6.4						
Max Green Setting (Gmax), s		55.6		71.9		55.6						
Max Q Clear Time (g_c+I1), s		24.8		61.7		26.1						
Green Ext Time (p_c), s		23.7		6.2		22.9						
Intersection Summary												
HCM 2010 Ctrl Delay			31.1									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑	↑↑		↑↑			
Traffic Volume (veh/h)	0	846	613	0	1126	285	758	0	433	0	0	0
Future Volume (veh/h)	0	846	613	0	1126	285	758	0	433	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	900	0	0	1198	303	806	0	461			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3551	1006	0	3232	1006	947	0	767			
Arrive On Green	0.00	1.00	0.00	0.00	0.64	0.64	0.28	0.00	0.28			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	900	0	0	1198	303	806	0	461			
Grp Sat Flow(s), veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	15.7	12.1	31.0	0.0	20.1			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	15.7	12.1	31.0	0.0	20.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3551	1006	0	3232	1006	947	0	767			
V/C Ratio(X)	0.00	0.25	0.00	0.00	0.37	0.30	0.85	0.00	0.60			
Avail Cap(c_a), veh/h	0	3551	1006	0	3232	1006	1399	0	1133			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.84	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	12.2	11.5	48.0	0.0	44.1			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	0.8	3.5	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	7.4	5.4	15.2	0.0	7.8			
LnGrp Delay(d),s/veh	0.0	0.1	0.0	0.0	12.5	12.3	51.5	0.0	44.8			
LnGrp LOS		A			B	B	D		D			
Approach Vol, veh/h		900			1501			1267				
Approach Delay, s/veh		0.1			12.5			49.1				
Approach LOS		A			B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		95.4				95.4		44.6				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		70.6				70.6		56.9				
Max Q Clear Time (g_c+I1), s		2.0				17.7		33.0				
Green Ext Time (p_c), s		30.3				27.2		5.5				
Intersection Summary												
HCM 2010 Ctrl Delay			22.1									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary

7: Bernardo Center Dr & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	600	302	163	841	85	265	188	109	185	247	117
Future Volume (veh/h)	321	600	302	163	841	85	265	188	109	185	247	117
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	345	648	323	175	904	91	285	202	117	199	266	126
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	435	1555	661	255	1196	120	364	401	222	283	563	442
Arrive On Green	0.12	0.42	0.42	0.07	0.37	0.37	0.11	0.18	0.18	0.08	0.16	0.16
Sat Flow, veh/h	3548	3725	1583	3442	3243	326	3442	2193	1214	3442	3539	1560
Grp Volume(v), veh/h	345	648	323	175	493	502	285	161	158	199	266	126
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1770	1799	1721	1770	1637	1721	1770	1560
Q Serve(g_s), s	8.1	10.5	12.8	4.3	20.9	20.9	6.9	7.0	7.5	4.8	5.9	5.4
Cycle Q Clear(g_c), s	8.1	10.5	12.8	4.3	20.9	20.9	6.9	7.0	7.5	4.8	5.9	5.4
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	435	1555	661	255	653	664	364	323	299	283	563	442
V/C Ratio(X)	0.79	0.42	0.49	0.69	0.76	0.76	0.78	0.50	0.53	0.70	0.47	0.28
Avail Cap(c_a), veh/h	562	1623	690	445	738	751	425	802	742	493	1649	921
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	17.6	18.3	38.8	23.7	23.7	37.4	31.5	31.7	38.4	32.8	24.1
Incr Delay (d2), s/veh	5.9	0.2	0.6	3.2	4.0	3.9	7.9	1.2	1.4	3.2	0.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	5.4	5.7	2.1	10.9	11.0	3.7	3.6	3.5	2.4	2.9	2.4
LnGrp Delay(d),s/veh	42.5	17.8	18.9	42.0	27.6	27.6	45.3	32.7	33.2	41.6	33.4	24.4
LnGrp LOS	D	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	1316				1170				604			
Approach Delay, s/veh	24.5				29.8				38.8			
Approach LOS	C				C				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	42.0	13.5	19.5	14.9	37.9	11.5	21.6				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	11.1	37.4	10.6	40.0	13.6	* 36	12.3	* 39				
Max Q Clear Time (g_c+I1), s	6.3	14.8	8.9	7.9	10.1	22.9	6.8	9.5				
Green Ext Time (p_c), s	0.2	12.6	0.2	4.1	0.4	8.7	0.3	4.1				
Intersection Summary												
HCM 2010 Ctrl Delay	30.1											
HCM 2010 LOS	C											
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd












3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	170	152	102	51	40	31	100	74	97	218	10
Future Volume (veh/h)	20	170	152	102	51	40	31	100	74	97	218	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	185	165	111	55	43	34	109	80	105	237	11
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	463	236	210	189	198	169	54	278	189	136	634	29
Arrive On Green	0.26	0.26	0.26	0.11	0.11	0.11	0.03	0.14	0.14	0.08	0.18	0.18
Sat Flow, veh/h	1774	902	805	1774	1863	1583	1774	2018	1372	1774	3445	159
Grp Volume(v), veh/h	22	0	350	111	55	43	34	94	95	105	121	127
Grp Sat Flow(s),veh/h/ln	1774	0	1707	1774	1863	1583	1774	1770	1621	1774	1770	1835
Q Serve(g_s), s	0.4	0.0	9.1	2.9	1.3	1.2	0.9	2.3	2.6	2.8	2.9	2.9
Cycle Q Clear(g_c), s	0.4	0.0	9.1	2.9	1.3	1.2	0.9	2.3	2.6	2.8	2.9	2.9
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.85	1.00		0.09
Lane Grp Cap(c), veh/h	463	0	446	189	198	169	54	244	223	136	326	338
V/C Ratio(X)	0.05	0.00	0.79	0.59	0.28	0.25	0.63	0.39	0.42	0.77	0.37	0.38
Avail Cap(c_a), veh/h	704	0	677	778	817	695	185	739	677	371	924	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	16.4	20.4	19.7	19.6	22.9	18.8	18.9	21.7	17.1	17.1
Incr Delay (d2), s/veh	0.0	0.0	3.5	2.9	0.7	0.8	11.5	1.0	1.3	9.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.7	1.5	0.7	0.6	0.6	1.2	1.2	1.7	1.4	1.5
LnGrp Delay(d),s/veh	13.3	0.0	19.9	23.3	20.4	20.4	34.5	19.8	20.2	30.7	17.8	17.8
LnGrp LOS	B		B	C	C	C	C	B	C	C	B	B
Approach Vol, veh/h		372			209			223			353	
Approach Delay, s/veh		19.5			21.9			22.2			21.6	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	11.6		17.5	6.5	13.8		10.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	20.0		19.0	5.0	25.0		21.0				
Max Q Clear Time (g_c+I1), s	4.8	4.6		11.1	2.9	4.9		4.9				
Green Ext Time (p_c), s	0.1	2.1		1.4	0.0	2.3		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay				21.1								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo















3/24/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	391	514	273	150	47	51		
Future Volume (veh/h)	391	514	273	150	47	51		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	460	605	321	176	55	60		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	940	2823	426	228	109	97		
Arrive On Green	0.53	0.80	0.19	0.19	0.06	0.06		
Sat Flow, veh/h	1774	3632	2318	1193	1774	1583		
Grp Volume(v), veh/h	460	605	254	243	55	60		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1649	1774	1583		
Q Serve(g_s), s	11.9	3.0	9.8	10.1	2.2	2.7		
Cycle Q Clear(g_c), s	11.9	3.0	9.8	10.1	2.2	2.7		
Prop In Lane	1.00			0.72	1.00	1.00		
Lane Grp Cap(c), veh/h	940	2823	339	316	109	97		
V/C Ratio(X)	0.49	0.21	0.75	0.77	0.51	0.62		
Avail Cap(c_a), veh/h	940	2823	482	449	542	484		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.8	1.8	27.6	27.7	32.9	33.1		
Incr Delay (d2), s/veh	0.4	0.2	4.0	5.1	3.6	6.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.9	1.5	5.2	5.0	1.2	2.5		
LnGrp Delay(d),s/veh	11.2	2.0	31.6	32.9	36.5	39.4		
LnGrp LOS	B	A	C	C	D	D		
Approach Vol, veh/h		1065	497		115			
Approach Delay, s/veh		5.9	32.2		38.0			
Approach LOS		A	C		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		63.2		9.1	43.8	19.4		
Change Period (Y+Rc), s		5.5		* 4.7	5.5	* 5.5		
Max Green Setting (Gmax), s		57.7		* 22	33.6	* 20		
Max Q Clear Time (g_c+I1), s		5.0		4.7	13.9	12.1		
Green Ext Time (p_c), s		6.1		0.3	5.3	1.7		
Intersection Summary								
HCM 2010 Ctrl Delay			15.9					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

10: Bernardo Center Dr & West Bernardo Dr




















3/24/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	618	450	0	484	699	59	190	
Future Volume (veh/h)	618	450	0	484	699	59	190	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	694	506		544	785	66	213	
Adj No. of Lanes	2	2		1	2	1	1	
Peak Hour Factor	0.89	0.89		0.89	0.89	0.89	0.89	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	851	2586		789	1525	238	604	
Arrive On Green	0.25	0.73		0.42	0.42	0.13	0.13	
Sat Flow, veh/h	3442	3632		1863	2716	1774	1583	
Grp Volume(v), veh/h	694	506		544	785	66	213	
Grp Sat Flow(s),veh/h/ln	1721	1770		1863	1358	1774	1583	
Q Serve(g_s), s	14.0	3.3		17.4	13.2	2.5	7.1	
Cycle Q Clear(g_c), s	14.0	3.3		17.4	13.2	2.5	7.1	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	851	2586		789	1525	238	604	
V/C Ratio(X)	0.82	0.20		0.69	0.51	0.28	0.35	
Avail Cap(c_a), veh/h	1342	3343		1120	2007	798	1103	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	26.0	3.1		17.2	10.1	28.5	16.2	
Incr Delay (d2), s/veh	2.2	0.0		1.1	0.3	0.6	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	6.9	1.6		9.2	4.9	1.3	3.1	
LnGrp Delay(d),s/veh	28.3	3.1		18.3	10.4	29.2	16.6	
LnGrp LOS	C	A		B	B	C	B	
Approach Vol, veh/h		1200		1329		279		
Approach Delay, s/veh		17.7		13.6		19.5		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	22.5	36.6				59.1		14.3
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	28.6	44.1				* 69		33.0
Max Q Clear Time (g_c+I1), s	16.0	19.4				5.3		9.1
Green Ext Time (p_c), s	2.2	11.6				15.3		0.8
Intersection Summary								
HCM 2010 Ctrl Delay			15.9					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

1: Camino San Bernardo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	960	208	350	759	0	109	0	322	3	0	0
Future Volume (veh/h)	1	960	208	350	759	0	109	0	322	3	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	1000	217	365	791	0	114	0	335	3	0	0
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1216	263	458	1957	0	528	451	403	151	0	0
Arrive On Green	0.00	0.42	0.42	0.13	0.55	0.00	0.25	0.00	0.25	0.25	0.00	0.00
Sat Flow, veh/h	1774	2886	625	3442	3632	0	1412	1770	1581	222	0	0
Grp Volume(v), veh/h	1	612	605	365	791	0	114	0	335	3	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1742	1721	1770	0	1412	1770	1581	222	0	0
Q Serve(g_s), s	0.0	23.2	23.4	7.8	9.8	0.0	0.0	0.0	15.2	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	23.2	23.4	7.8	9.8	0.0	3.9	0.0	15.2	15.4	0.0	0.0
Prop In Lane	1.00		0.36	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	746	734	458	1957	0	528	451	403	151	0	0
V/C Ratio(X)	0.41	0.82	0.82	0.80	0.40	0.00	0.22	0.00	0.83	0.02	0.00	0.00
Avail Cap(c_a), veh/h	117	804	792	544	1957	0	708	676	604	284	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.9	19.4	19.5	31.9	9.8	0.0	22.5	0.0	26.8	34.0	0.0	0.0
Incr Delay (d2), s/veh	84.2	6.4	6.7	6.9	0.1	0.0	0.2	0.0	6.2	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	12.6	12.5	4.1	4.8	0.0	1.9	0.0	7.3	0.1	0.0	0.0
LnGrp Delay(d),s/veh	122.1	25.8	26.2	38.8	9.9	0.0	22.7	0.0	32.9	34.1	0.0	0.0
LnGrp LOS	F	C	C	D	A		C		C	C		
Approach Vol, veh/h		1218			1156			449			3	
Approach Delay, s/veh		26.1			19.0			30.3			34.1	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.1	37.5		24.3	4.1	47.5		24.3				
Change Period (Y+Rc), s	4.0	5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s	12.0	34.5		29.0	5.0	41.5		29.0				
Max Q Clear Time (g_c+I1), s	9.8	25.4		17.4	2.0	11.8		17.2				
Green Ext Time (p_c), s	0.3	6.6		1.8	0.0	15.7		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay				23.9								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1353	49	28	946	1	276	0	356	1	0	0
Future Volume (veh/h)	6	1353	49	28	946	1	276	0	356	1	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	7	1487	54	31	1040	1	303	0	391	1	0	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	13	1723	62	44	1858	2	551	0	451	230	0	0
Arrive On Green	0.01	0.49	0.49	0.02	0.51	0.51	0.29	0.00	0.29	0.29	0.00	0.00
Sat Flow, veh/h	1774	3484	126	1774	3628	3	1596	0	1558	488	0	0
Grp Volume(v), veh/h	7	754	787	31	507	534	303	0	391	1	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1840	1774	1770	1862	1596	0	1558	488	0	0
Q Serve(g_s), s	0.3	30.4	30.6	1.4	15.9	15.9	0.0	0.0	19.3	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.3	30.4	30.6	1.4	15.9	15.9	11.9	0.0	19.3	11.9	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	13	875	910	44	906	954	551	0	451	230	0	0
V/C Ratio(X)	0.55	0.86	0.87	0.70	0.56	0.56	0.55	0.00	0.87	0.00	0.00	0.00
Avail Cap(c_a), veh/h	88	901	937	90	907	955	652	0	562	305	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.1	18.0	18.1	39.2	13.5	13.5	24.7	0.0	27.3	29.7	0.0	0.0
Incr Delay (d2), s/veh	32.0	8.4	8.4	18.5	0.8	0.7	0.9	0.0	11.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	16.7	17.4	0.9	7.8	8.2	5.9	0.0	9.6	0.0	0.0	0.0
LnGrp Delay(d),s/veh	72.0	26.4	26.4	57.7	14.3	14.2	25.5	0.0	38.8	29.7	0.0	0.0
LnGrp LOS	E	C	C	E	B	B	C		D	C		
Approach Vol, veh/h		1548			1072			694			1	
Approach Delay, s/veh		26.6			15.5			33.0			29.7	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	45.9		28.6	5.0	47.3		28.6				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	4.1	41.2		* 30	4.0	* 42		29.2				
Max Q Clear Time (g_c+I1), s	3.4	32.6		13.9	2.3	17.9		21.3				
Green Ext Time (p_c), s	0.0	7.4		3.0	0.0	17.3		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay				24.4								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd































3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1477	44	135	862	48	29	2	91	41	4	105
Future Volume (veh/h)	109	1477	44	135	862	48	29	2	91	41	4	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	121	1641	49	150	958	53	32	2	101	46	4	117
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	1816	54	174	1800	100	279	5	258	108	26	165
Arrive On Green	0.09	0.52	0.52	0.10	0.53	0.53	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1774	3509	105	1774	3410	189	1265	31	1557	265	158	991
Grp Volume(v), veh/h	121	825	865	150	497	514	32	0	103	167	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1844	1774	1770	1829	1265	0	1588	1415	0	0
Q Serve(g_s), s	4.8	30.1	30.4	5.9	13.2	13.2	0.0	0.0	4.1	4.0	0.0	0.0
Cycle Q Clear(g_c), s	4.8	30.1	30.4	5.9	13.2	13.2	2.0	0.0	4.1	8.2	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.10	1.00		0.98	0.28		0.70
Lane Grp Cap(c), veh/h	156	916	954	174	934	965	279	0	264	299	0	0
V/C Ratio(X)	0.78	0.90	0.91	0.86	0.53	0.53	0.11	0.00	0.39	0.56	0.00	0.00
Avail Cap(c_a), veh/h	323	977	1018	174	934	965	576	0	636	634	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.9	15.6	15.6	31.7	11.1	11.1	25.7	0.0	26.6	28.2	0.0	0.0
Incr Delay (d2), s/veh	8.1	10.9	11.0	33.1	0.6	0.6	0.2	0.0	0.9	1.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	17.2	18.3	4.5	6.5	6.7	0.6	0.0	1.9	3.2	0.0	0.0
LnGrp Delay(d),s/veh	39.9	26.5	26.7	64.9	11.7	11.6	25.8	0.0	27.5	29.8	0.0	0.0
LnGrp LOS	D	C	C	E	B	B	C		C	C		
Approach Vol, veh/h		1811			1161			135			167	
Approach Delay, s/veh		27.5			18.5			27.1			29.8	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	43.9		16.4	10.3	44.7		16.4				
Change Period (Y+Rc), s	4.0	7.0		4.6	4.0	* 7		* 4.6				
Max Green Setting (Gmax), s	7.0	39.4		28.0	13.0	* 34		* 29				
Max Q Clear Time (g_c+I1), s	7.9	32.4		10.2	6.8	15.2		6.1				
Green Ext Time (p_c), s	0.0	4.5		1.7	0.1	15.4		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay				24.4								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd













3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (veh/h)	158	1489	37	176	978	477	147	322	629	327	66	70
Future Volume (veh/h)	158	1489	37	176	978	477	147	322	629	327	66	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	161	1519	38	180	998	487	150	329	642	334	67	71
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	1699	43	361	1373	613	218	931	581	414	566	506
Arrive On Green	0.06	0.33	0.33	0.10	0.39	0.39	0.06	0.26	0.26	0.12	0.32	0.32
Sat Flow, veh/h	3442	5103	128	3442	3539	1580	3442	3539	1578	3442	1770	1583
Grp Volume(v), veh/h	161	1009	548	180	998	487	150	329	642	334	67	71
Grp Sat Flow(s),veh/h/ln	1721	1695	1840	1721	1770	1580	1721	1770	1578	1721	1770	1583
Q Serve(g_s), s	5.5	33.8	33.8	5.9	28.7	32.6	5.1	9.0	25.0	11.3	3.2	3.8
Cycle Q Clear(g_c), s	5.5	33.8	33.8	5.9	28.7	32.6	5.1	9.0	25.0	11.3	3.2	3.8
Prop In Lane	1.00		0.07	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	1129	613	361	1373	613	218	931	581	414	566	506
V/C Ratio(X)	0.75	0.89	0.89	0.50	0.73	0.79	0.69	0.35	1.11	0.81	0.12	0.14
Avail Cap(c_a), veh/h	227	1165	633	420	1421	634	982	1157	682	866	566	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.1	37.9	37.9	50.5	31.2	32.4	54.8	35.8	22.1	51.2	28.8	29.0
Incr Delay (d2), s/veh	12.1	8.9	14.9	1.1	1.8	6.8	3.8	0.2	67.9	3.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	17.2	19.7	2.9	14.3	15.4	2.6	4.5	25.0	5.6	1.6	1.7
LnGrp Delay(d),s/veh	67.2	46.8	52.8	51.6	33.0	39.1	58.6	36.0	90.0	55.0	28.8	29.1
LnGrp LOS	E	D	D	D	C	D	E	D	F	E	C	C
Approach Vol, veh/h	1718				1665				1121			
Approach Delay, s/veh	50.6				36.8				70.0			
Approach LOS	D				D				E			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.2	45.7	12.0	43.6	11.9	52.1	18.8	36.8				
Change Period (Y+Rc), s	5.7	* 5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	14.6	* 41	34.1	35.1	7.9	48.0	30.1	39.1				
Max Q Clear Time (g_c+I1), s	7.9	35.8	7.1	5.8	7.5	34.6	13.3	27.0				
Green Ext Time (p_c), s	4.7	4.0	0.5	6.3	0.0	7.9	1.1	4.2				
Intersection Summary												
HCM 2010 Ctrl Delay	50.1											
HCM 2010 LOS	D											
Notes												

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd


3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗				↖↖		↖↖
Traffic Volume (veh/h)	0	1571	872	0	1143	559	0	0	0	409	0	450
Future Volume (veh/h)	0	1571	872	0	1143	559	0	0	0	409	0	450
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	2044	636	0	1191	0				426	0	469
Adj No. of Lanes	0	3	1	0	3	1				2	0	2
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96				0.96	0.92	0.96
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	4002	1134	0	4002	1134				670	0	542
Arrive On Green	0.00	0.72	0.72	0.00	1.00	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	5588	1583	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	2044	636	0	1191	0				426	0	469
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	22.9	26.7	0.0	0.0	0.0				15.9	0.0	22.8
Cycle Q Clear(g_c), s	0.0	22.9	26.7	0.0	0.0	0.0				15.9	0.0	22.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4002	1134	0	4002	1134				670	0	542
V/C Ratio(X)	0.00	0.51	0.56	0.00	0.30	0.00				0.64	0.00	0.86
Avail Cap(c_a), veh/h	0	4002	1134	0	4002	1134				809	0	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.33	0.33	0.00	0.84	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.9	9.4	0.0	0.0	0.0				51.8	0.0	54.6
Incr Delay (d2), s/veh	0.0	0.2	0.7	0.0	0.2	0.0				1.2	0.0	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.8	11.7	0.0	0.1	0.0				7.7	0.0	9.6
LnGrp Delay(d),s/veh	0.0	9.0	10.1	0.0	0.2	0.0				53.0	0.0	64.7
LnGrp LOS		A	B		A					D		E
Approach Vol, veh/h	2680			1191						895		
Approach Delay, s/veh	9.3			0.2						59.1		
Approach LOS	A			A						E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	106.7			33.3			106.7					
Change Period (Y+Rc), s	6.4			6.1			6.4					
Max Green Setting (Gmax), s	94.6			32.9			94.6					
Max Q Clear Time (g_c+I1), s	28.7			24.8			2.0					
Green Ext Time (p_c), s	56.3			2.4			74.6					
Intersection Summary												
HCM 2010 Ctrl Delay	16.4											
HCM 2010 LOS	B											
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑	↑↑		↑↑			
Traffic Volume (veh/h)	0	891	1089	0	1001	487	701	0	432	0	0	0
Future Volume (veh/h)	0	891	1089	0	1001	487	701	0	432	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	948	0	0	1065	518	746	0	460			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3663	1038	0	3333	1038	879	0	711			
Arrive On Green	0.00	1.00	0.00	0.00	0.66	0.66	0.26	0.00	0.26			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	948	0	0	1065	518	746	0	460			
Grp Sat Flow(s), veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	12.8	23.5	28.9	0.0	20.6			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	12.8	23.5	28.9	0.0	20.6			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3663	1038	0	3333	1038	879	0	711			
V/C Ratio(X)	0.00	0.26	0.00	0.00	0.32	0.50	0.85	0.00	0.65			
Avail Cap(c_a), veh/h	0	3663	1038	0	3333	1038	1227	0	993			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.77	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	10.5	12.4	49.6	0.0	46.5			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.3	1.7	4.2	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	6.0	10.7	14.2	0.0	8.0			
LnGrp Delay(d),s/veh	0.0	0.1	0.0	0.0	10.8	14.1	53.7	0.0	47.5			
LnGrp LOS		A			B	B	D		D			
Approach Vol, veh/h		948			1583			1206				
Approach Delay, s/veh		0.1			11.8			51.4				
Approach LOS		A			B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		98.2				98.2		41.8				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		77.6				77.6		49.9				
Max Q Clear Time (g_c+I1), s		2.0				25.5		30.9				
Green Ext Time (p_c), s		32.6				27.9		4.9				
Intersection Summary												
HCM 2010 Ctrl Delay				21.6								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary

7: Bernardo Center Dr & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	670	301	123	642	145	434	465	247	173	276	103
Future Volume (veh/h)	251	670	301	123	642	145	434	465	247	173	276	103
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	264	705	317	129	676	153	457	489	260	182	291	108
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	337	1305	548	194	892	202	535	666	352	256	768	486
Arrive On Green	0.10	0.35	0.35	0.06	0.31	0.31	0.16	0.30	0.30	0.07	0.22	0.22
Sat Flow, veh/h	3548	3725	1563	3442	2861	647	3442	2236	1183	3442	3539	1549
Grp Volume(v), veh/h	264	705	317	129	418	411	457	386	363	182	291	108
Grp Sat Flow(s),veh/h/ln	1774	1863	1563	1721	1770	1738	1721	1770	1650	1721	1770	1549
Q Serve(g_s), s	6.9	14.3	15.6	3.5	20.1	20.2	12.2	18.6	18.7	4.9	6.6	4.9
Cycle Q Clear(g_c), s	6.9	14.3	15.6	3.5	20.1	20.2	12.2	18.6	18.7	4.9	6.6	4.9
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	337	1305	548	194	552	542	535	527	491	256	768	486
V/C Ratio(X)	0.78	0.54	0.58	0.66	0.76	0.76	0.85	0.73	0.74	0.71	0.38	0.22
Avail Cap(c_a), veh/h	379	1394	585	251	619	608	611	860	802	415	1496	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	24.6	25.0	43.8	29.3	29.3	38.9	29.8	29.9	42.8	31.6	24.1
Incr Delay (d2), s/veh	9.2	0.4	1.3	4.3	4.8	4.9	10.3	2.0	2.2	3.6	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	7.4	6.9	1.8	10.6	10.4	6.6	9.3	8.8	2.5	3.3	2.1
LnGrp Delay(d),s/veh	51.1	25.0	26.3	48.0	34.1	34.3	49.2	31.8	32.1	46.4	31.9	24.3
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	1286				958				1206			
Approach Delay, s/veh	30.7				36.0				38.5			
Approach LOS	C				D				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	39.3	19.1	26.4	13.4	35.7	11.4	34.1				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	6.9	35.4	16.8	40.0	10.1	* 33	11.4	* 46				
Max Q Clear Time (g_c+I1), s	5.5	17.6	14.2	8.6	8.9	22.2	6.9	20.7				
Green Ext Time (p_c), s	0.0	10.3	0.5	7.8	0.1	7.3	0.2	7.3				
Intersection Summary												
HCM 2010 Ctrl Delay	34.9											
HCM 2010 LOS	C											
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd












3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	131	134	73	70	63	68	147	90	106	202	12
Future Volume (veh/h)	21	131	134	73	70	63	68	147	90	106	202	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	24	147	151	82	79	71	76	165	101	119	227	13
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	421	198	204	168	177	150	96	349	203	155	662	38
Arrive On Green	0.24	0.24	0.24	0.09	0.09	0.09	0.05	0.16	0.16	0.09	0.19	0.19
Sat Flow, veh/h	1774	836	859	1774	1863	1583	1774	2158	1253	1774	3400	193
Grp Volume(v), veh/h	24	0	298	82	79	71	76	134	132	119	117	123
Grp Sat Flow(s),veh/h/ln	1774	0	1694	1774	1863	1583	1774	1770	1642	1774	1770	1824
Q Serve(g_s), s	0.5	0.0	7.8	2.1	1.9	2.0	2.0	3.3	3.5	3.1	2.7	2.8
Cycle Q Clear(g_c), s	0.5	0.0	7.8	2.1	1.9	2.0	2.0	3.3	3.5	3.1	2.7	2.8
Prop In Lane	1.00		0.51	1.00		1.00	1.00		0.76	1.00		0.11
Lane Grp Cap(c), veh/h	421	0	402	168	177	150	96	286	265	155	345	355
V/C Ratio(X)	0.06	0.00	0.74	0.49	0.45	0.47	0.79	0.47	0.50	0.77	0.34	0.34
Avail Cap(c_a), veh/h	854	0	816	669	702	597	334	667	619	409	741	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	16.9	20.5	20.4	20.5	22.3	18.2	18.3	21.3	16.6	16.6
Incr Delay (d2), s/veh	0.1	0.0	2.7	2.2	1.8	2.3	13.4	1.2	1.4	7.7	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.9	1.1	1.1	1.0	1.3	1.7	1.7	1.9	1.4	1.5
LnGrp Delay(d),s/veh	14.1	0.0	19.6	22.7	22.2	22.8	35.7	19.3	19.7	29.1	17.2	17.2
LnGrp LOS	B		B	C	C	C	D	B	B	C	B	B
Approach Vol, veh/h		322			232			342			359	
Approach Delay, s/veh		19.2			22.5			23.1			21.1	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	12.7		16.3	7.6	14.3		9.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	18.0		23.0	9.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	5.1	5.5		9.8	4.0	4.8		4.1				
Green Ext Time (p_c), s	0.1	2.2		1.6	0.1	2.4		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			21.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo















3/24/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	47	402	438	38	148	356		
Future Volume (veh/h)	47	402	438	38	148	356		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	55	467	509	44	172	414		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	70	2036	1582	136	525	469		
Arrive On Green	0.04	0.58	0.48	0.48	0.30	0.30		
Sat Flow, veh/h	1774	3632	3391	284	1774	1583		
Grp Volume(v), veh/h	55	467	272	281	172	414		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1813	1774	1583		
Q Serve(g_s), s	2.4	5.1	7.5	7.5	6.0	19.7		
Cycle Q Clear(g_c), s	2.4	5.1	7.5	7.5	6.0	19.7		
Prop In Lane	1.00			0.16	1.00	1.00		
Lane Grp Cap(c), veh/h	70	2036	849	870	525	469		
V/C Ratio(X)	0.78	0.23	0.32	0.32	0.33	0.88		
Avail Cap(c_a), veh/h	260	2036	849	870	769	686		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	37.6	8.2	12.7	12.7	21.7	26.6		
Incr Delay (d2), s/veh	16.9	0.3	1.0	1.0	0.4	9.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.5	2.5	3.9	4.0	3.0	16.7		
LnGrp Delay(d),s/veh	54.5	8.5	13.6	13.6	22.1	35.9		
LnGrp LOS	D	A	B	B	C	D		
Approach Vol, veh/h		522	553		586			
Approach Delay, s/veh		13.3	13.6		31.8			
Approach LOS		B	B		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		51.0		28.1	7.5	43.5		
Change Period (Y+Rc), s		5.5		* 4.7	4.4	5.5		
Max Green Setting (Gmax), s		45.5		* 34	11.6	29.5		
Max Q Clear Time (g_c+I1), s		7.1		21.7	4.4	9.5		
Green Ext Time (p_c), s		7.2		1.7	0.0	6.1		
Intersection Summary								
HCM 2010 Ctrl Delay			20.0					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

10: Bernardo Center Dr & West Bernardo Dr

3/24/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	420	385	0	369	360	340	480	
Future Volume (veh/h)	420	385	0	369	360	340	480	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	447	410		393	383	362	511	
Adj No. of Lanes	2	2		1	2	1	1	
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	589	1934		584	1748	557	769	
Arrive On Green	0.17	0.55		0.31	0.31	0.31	0.31	
Sat Flow, veh/h	3442	3632		1863	2782	1774	1583	
Grp Volume(v), veh/h	447	410		393	383	362	511	
Grp Sat Flow(s),veh/h/ln	1721	1770		1863	1391	1774	1583	
Q Serve(g_s), s	8.8	4.2		13.1	4.2	12.5	17.4	
Cycle Q Clear(g_c), s	8.8	4.2		13.1	4.2	12.5	17.4	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	589	1934		584	1748	557	769	
V/C Ratio(X)	0.76	0.21		0.67	0.22	0.65	0.66	
Avail Cap(c_a), veh/h	1239	3221		1113	2539	938	1108	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	28.1	8.3		21.2	5.7	21.0	13.9	
Incr Delay (d2), s/veh	2.0	0.1		1.4	0.1	1.3	1.0	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4.3	2.1		6.9	1.6	6.3	7.7	
LnGrp Delay(d),s/veh	30.1	8.3		22.6	5.8	22.3	14.9	
LnGrp LOS	C	A		C	A	C	B	
Approach Vol, veh/h		857		776		873		
Approach Delay, s/veh		19.7		14.3		18.0		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.6	27.8				44.4		26.7
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	25.6	42.5				* 65		37.6
Max Q Clear Time (g_c+I1), s	10.8	15.1				6.2		19.4
Green Ext Time (p_c), s	1.4	7.2				7.9		2.9
Intersection Summary								
HCM 2010 Ctrl Delay			17.4					
HCM 2010 LOS			B					
Notes								

APPENDIX G

RANCHO BERNARDO AND BLACK MOUNTAIN RANCH PUBLIC FACILITIES FINANCING PLANS EXCERPTS

CITY OF SAN DIEGO FACILITIES FINANCING PROGRAM

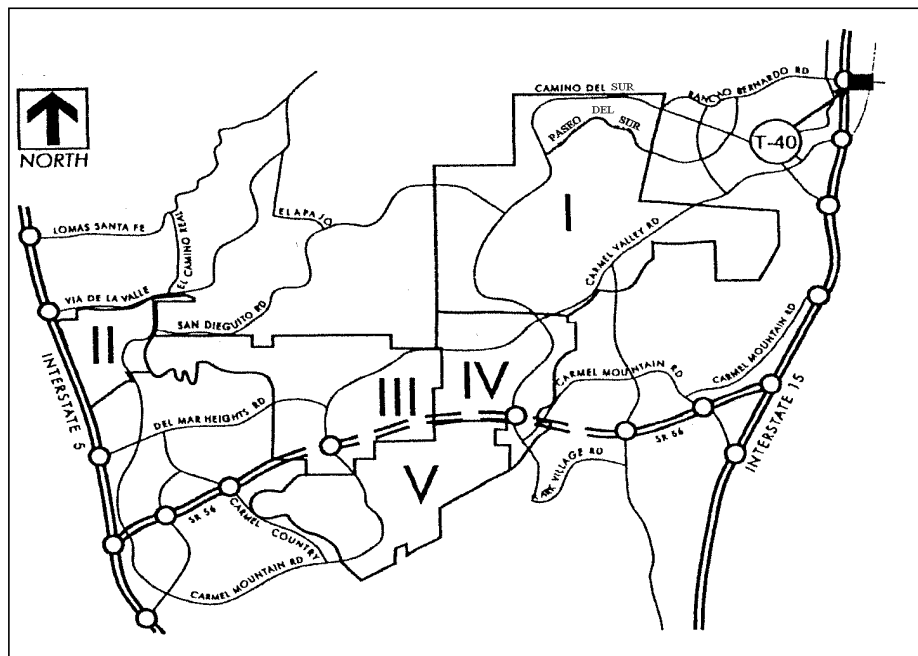
TITLE: RANCHO BERNARDO RD WIDENING (I-15 TO BERNARDO CENTER DR)- ADD 2 LNS

DEPARTMENT: TRANSPORTATION & STORM WATER
CIP or JO #: N/A

PROJECT: T-40
COUNCIL DISTRICT: 5
COMMUNITY PLAN: BMR

SOURCE	FUNDING:	EXPEN/ENCUM	CONT APPROP	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
FBA-BMR	\$1,055,000				\$309,000	\$746,000		
FBA-PHR								
FBA-TH								
FBA-DMM								
COUNTY								
STATE								
DEV/SUBD								
PRIVATE								
MTDB								
OTHER								
UNIDENT								
TOTAL	\$1,055,000	\$0	\$0	\$0	\$309,000	\$746,000	\$0	\$0

SOURCE	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
FBA-BMR								
FBA-PHR								
FBA-TH								
FBA-DMM								
COUNTY								
STATE								
DEV/SUBD								
PRIVATE								
MTDB								
OTHER								
UNIDENT								
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



**CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM**

TITLE: RANCHO BERNARDO RD WIDENING (I-15 TO BERNARDO CENTER DR)- ADD 2 LNS

DEPARTMENT: TRANSPORTATION & STORM WATER	PROJECT: T-40
CIP or JO #: N/A	COUNCIL DISTRICT: 5
	COMMUNITY PLAN: BMR

DESCRIPTION:

DESIGN AND CONSTRUCT THE ADDITION OF TWO LANES TO THE EXISTING FOUR-LANES PORTION OF RANCHO BERNARDO ROAD BETWEEN THE I-15 NORTHBOUND RAMPS AND BERNARDO CENTER DRIVE TO ATTAIN THE SIX-LANE MAJOR CROSS SECTION IDENTIFIED IN THE ADOPTED SUBAREA PLAN.

JUSTIFICATION:

THIS FACILITY IMPLEMENTS THE BLACK MOUNTAIN RANCH SUBAREA PLAN AND IS NEEDED TO SERVE THE COMMUNITY.

FUNDING:

A DEVELOPER (BMR LLC) WILL ADVANCE THE FUNDING AND CONSTRUCT THIS PROJECT UNDER THE TERMS OF A REIMBURSEMENT AGREEMENT, AND WILL BE REIMBURSED FROM THE BLACK MOUNTAIN RANCH FACILITIES BENEFIT ASSESSMENT (FBA) AS FUNDING BECOMES AVAILABLE.

NOTES:

SCHEDULE:

DESIGN IS UNDERWAY AND CONSTRUCTION IS ANTICIPATED IN FY 2016/2017.

CITY OF SAN DIEGO

FACILITIES FINANCING PROGRAM

RANCHO BERNARDO ROAD WIDENING (I-15 EAST TO BERNARDO CENTER DRIVE - ADD TWO LANES)

TITLE:

DEPARTMENT: TRANSPORTATION & STORM WATER

PROJECT: T-6

COUNCIL DISTRICT: 5

CIP NO.:

COMMUNITY PLAN: RANCHO BERNARDO

DESCRIPTION:

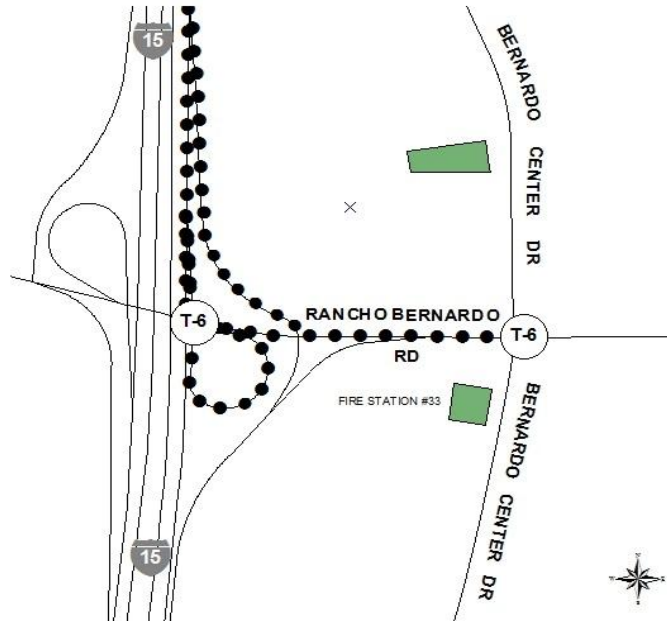
THIS PROJECT WILL DESIGN AND CONSTRUCT THE ADDITION OF TWO LANES TO THE EXISTING FOUR-LANE PORTION OF RANCHO BERNARDO ROAD BETWEEN THE I-15 NORTHBOUND RAMPS AND BERNARDO CENTER DRIVE TO ATTAIN THE SIX LANE MAJOR CROSS SECTION IDENTIFIED IN THE ADOPTED COMMUNITY PLAN.

JUSTIFICATION:

THIS PROJECT IS CONSISTENT WITH THE RANCHO BERNARDO COMMUNITY PLAN AND GENERAL PLAN GUIDELINES AND IS NEEDED TO SERVE THE COMMUNITY AT FULL BUILDOUT.

SCHEDULE:

CONSTRUCTION IS ANTICIPATED IN FY 2014 PER THE FY 2013 BMR PFFP (PROJECT NO. T-40).*



FUNDING:	SOURCE	EXPEN/ENCUM	CONT APPR	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
\$ 1,327,008	BMR*								
\$1,327,008	TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

*BLACK MOUNTAIN RANCH PFFP PROJECT T-40

CITY OF SAN DIEGO FACILITIES FINANCING PROGRAM

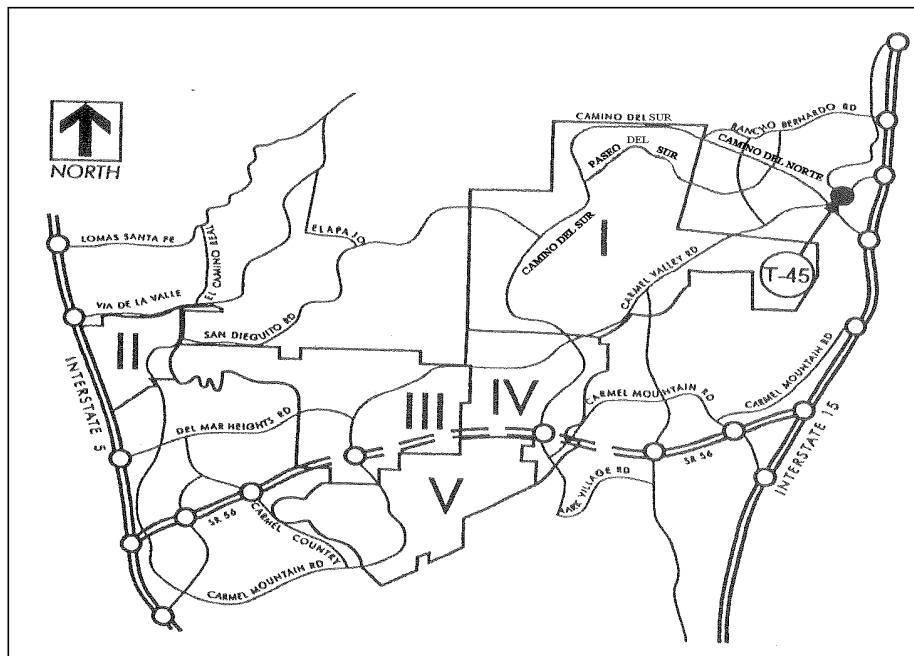
TITLE: WEST BERNARDO DR AT BERNARDO CENTER DR INTERSECTION IMPROVEMENTS

DEPARTMENT: TRANSPORTATION & STORM WATER
CIP or JO #: N/A

PROJECT: T-45
COUNCIL DISTRICT: 5
COMMUNITY PLAN: BMR

SOURCE	FUNDING:	EXPEN/ENCUM	CONT APPROP	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
FBA-BMR	\$565,000				\$565,000			
FBA-PHR								
FBA-TH								
FBA-DMM								
COUNTY								
STATE								
DEV/SUBD								
PRIVATE								
MTDB								
OTHER								
UNIDENT								
TOTAL	\$565,000	\$0	\$0	\$0	\$565,000	\$0	\$0	\$0

SOURCE	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
FBA-BMR								
FBA-PHR								
FBA-TH								
FBA-DMM								
COUNTY								
STATE								
DEV/SUBD								
PRIVATE								
MTDB								
OTHER								
UNIDENT								
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



**CITY OF SAN DIEGO
FACILITIES FINANCING PROGRAM**

TITLE: WEST BERNARDO DR AT BERNARDO CENTER DR INTERSECTION IMPROVEMENTS

DEPARTMENT: TRANSPORTATION & STORM WATER
CIP or JO #: N/A

PROJECT: T-45
COUNCIL DISTRICT: 5
COMMUNITY PLAN: BMR

DESCRIPTION:

DESIGN AND CONSTRUCT INTERSECTION IMPROVEMENTS TO PROVIDE ADDITIONAL RIGHT TURNS FROM BERNARDO CENTER DRIVE TO WEST BERNARDO DRIVE, INCLUDING A MINOR WIDENING.

JUSTIFICATION:

THIS FACILITY IMPLEMENTS THE BLACK MOUNTAIN RANCH SUBAREA PLAN AND IS NEEDED TO SERVE THE COMMUNITY.

FUNDING:

A DEVELOPER (BMR LLC) WILL ADVANCE THE FUNDING AND CONSTRUCT THIS PROJECT UNDER THE TERMS OF A REIMBURSEMENT AGREEMENT, AND WILL BE REIMBURSED FROM THE BLACK MOUNTAIN RANCH FACILITIES BENEFIT ASSESSMENT (FBA) AS FUNDING BECOMES AVAILABLE.

NOTES:

SCHEDULE:






















PROJECT HAS BEEN DESIGNED AND PERMITTED. CONSTRUCTION ANTICIPATED IN FY 2016.

APPENDIX H

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS YEAR 2035 WITHOUT PROJECT

HCM 2010 Signalized Intersection Summary
1: Camino San Bernardo & Rancho Bernardo Rd

Year 2035 AM
3/24/2016




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				 	 							
Traffic Volume (veh/h)	30	990	190	480	780	80	40	10	190	20	10	10
Future Volume (veh/h)	30	990	190	480	780	80	40	10	190	20	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	33	1076	207	522	848	87	43	11	207	22	11	11
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	1324	254	623	1933	198	294	310	273	102	50	28
Arrive On Green	0.03	0.45	0.45	0.18	0.60	0.60	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1774	2955	566	3442	3241	333	1384	1770	1558	192	287	160
Grp Volume(v), veh/h	33	643	640	522	463	472	43	11	207	44	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1752	1721	1770	1804	1384	1770	1558	640	0	0
Q Serve(g_s), s	1.5	24.9	25.2	11.6	11.3	11.3	0.0	0.4	10.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	1.5	24.9	25.2	11.6	11.3	11.3	2.7	0.4	10.0	10.3	0.0	0.0
Prop In Lane	1.00		0.32	1.00		0.18	1.00		1.00	0.50		0.25
Lane Grp Cap(c), veh/h	58	793	785	623	1056	1076	294	310	273	180	0	0
V/C Ratio(X)	0.57	0.81	0.82	0.84	0.44	0.44	0.15	0.04	0.76	0.24	0.00	0.00
Avail Cap(c_a), veh/h	137	849	841	760	1104	1125	558	648	570	444	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.8	19.0	19.0	31.3	8.7	8.7	28.1	27.1	31.1	28.0	0.0	0.0
Incr Delay (d2), s/veh	8.6	5.6	5.9	6.9	0.3	0.3	0.2	0.0	4.3	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	13.4	13.4	6.1	5.5	5.6	0.8	0.2	4.6	0.9	0.0	0.0
LnGrp Delay(d),s/veh	46.3	24.6	25.0	38.2	9.0	9.0	28.3	27.2	35.4	28.7	0.0	0.0
LnGrp LOS	D	C	C	D	A	A	C	C	D	C		
Approach Vol, veh/h	1316				1457		261				44	
Approach Delay, s/veh	25.3				19.5		33.9				28.7	
Approach LOS	C				B		C				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	18.8	41.5			18.9	7.1	53.2	18.9				
Change Period (Y+Rc), s	4.5	6.0			5.0	4.5	6.0	5.0				
Max Green Setting (Gmax), s	17.5	38.0			29.0	6.1	49.4	29.0				
Max Q Clear Time (g_c+I1), s	13.6	27.2			12.3	3.5	13.3	12.0				
Green Ext Time (p_c), s	0.8	8.3			1.4	0.0	19.0	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			23.3									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd

Year 2035 AM

3/24/2016




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1010	390	700	1330	10	80	10	25	10	10	10
Future Volume (veh/h)	10	1010	390	700	1330	10	80	10	25	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	11	1098	424	761	1446	11	87	11	27	11	11	11
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	18	1009	381	612	2660	20	155	17	220	45	44	27
Arrive On Green	0.01	0.40	0.40	0.34	0.74	0.74	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1774	2498	942	1774	3599	27	760	120	1562	77	309	193
Grp Volume(v), veh/h	11	770	752	761	711	746	98	0	27	33	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1671	1774	1770	1857	880	0	1562	579	0	0
Q Serve(g_s), s	0.9	56.9	56.9	48.6	24.7	24.7	0.0	0.0	2.1	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.9	56.9	56.9	48.6	24.7	24.7	17.0	0.0	2.1	17.2	0.0	0.0
Prop In Lane	1.00		0.56	1.00		0.01	0.89		1.00	0.33		0.33
Lane Grp Cap(c), veh/h	18	715	675	612	1308	1372	172	0	220	116	0	0
V/C Ratio(X)	0.62	1.08	1.11	1.24	0.54	0.54	0.57	0.00	0.12	0.29	0.00	0.00
Avail Cap(c_a), veh/h	50	715	675	612	1308	1372	265	0	322	221	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	69.5	42.0	42.0	46.1	8.0	8.0	59.1	0.0	52.9	53.6	0.0	0.0
Incr Delay (d2), s/veh	31.0	56.5	70.4	122.9	0.5	0.4	2.9	0.0	0.2	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	38.8	39.2	44.5	12.0	12.6	3.9	0.0	0.9	1.2	0.0	0.0
LnGrp Delay(d),s/veh	100.5	98.5	112.4	169.1	8.5	8.5	62.0	0.0	53.1	54.9	0.0	0.0
LnGrp LOS	F	F	F	F	A	A	E		D	D		
Approach Vol, veh/h		1533			2218			125			33	
Approach Delay, s/veh		105.3			63.6			60.1			54.9	
Approach LOS		F			E			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	53.0	62.8		25.1	5.8	110.0		25.1				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	48.6	56.9		* 29	4.0	* 1E2		29.0				
Max Q Clear Time (g_c+I1), s	50.6	58.9		19.2	2.9	26.7		19.0				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	45.5		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				79.8								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd

Year 2035 AM

3/24/2016























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	920	0	0	1770	20	0	0	0	90	0	150
Future Volume (veh/h)	40	920	0	0	1770	20	0	0	0	90	0	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	43	1000	0	0	1924	22	0	0	0	98	0	163
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	1200	0	447	2135	24	84	378	0	159	15	192
Arrive On Green	0.03	0.34	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.20	0.00	0.20
Sat Flow, veh/h	1774	3632	0	1774	3584	41	1218	1863	0	498	73	949
Grp Volume(v), veh/h	43	1000	0	0	948	998	0	0	0	261	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1856	1218	1863	0	1519	0	0
Q Serve(g_s), s	2.1	22.2	0.0	0.0	39.8	40.1	0.0	0.0	0.0	12.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	22.2	0.0	0.0	39.8	40.1	0.0	0.0	0.0	14.1	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.02	1.00		0.00	0.38		0.62
Lane Grp Cap(c), veh/h	54	1200	0	447	1054	1105	84	378	0	366	0	0
V/C Ratio(X)	0.80	0.83	0.00	0.00	0.90	0.90	0.00	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	83	1470	0	447	1109	1162	246	625	0	555	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.1	26.0	0.0	0.0	15.0	15.1	0.0	0.0	0.0	32.6	0.0	0.0
Incr Delay (d2), s/veh	25.0	3.6	0.0	0.0	9.7	9.7	0.0	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	11.4	0.0	0.0	22.1	23.2	0.0	0.0	0.0	6.1	0.0	0.0
LnGrp Delay(d),s/veh	66.1	29.5	0.0	0.0	24.7	24.7	0.0	0.0	0.0	35.2	0.0	0.0
LnGrp LOS	E	C			C	C				D		
Approach Vol, veh/h		1043			1946			0			261	
Approach Delay, s/veh		31.0			24.7			0.0			35.2	
Approach LOS		C			C						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.5	35.9		21.9	6.6	56.8		21.9				
Change Period (Y+Rc), s	6.0	* 7		4.6	4.0	6.0		* 4.6				
Max Green Setting (Gmax), s	21.0	* 35		28.0	4.0	53.4		* 29				
Max Q Clear Time (g_c+I1), s	0.0	24.2		16.1	4.1	42.1		0.0				
Green Ext Time (p_c), s	0.0	4.7		1.3	0.0	8.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				27.6								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd

Year 2035 AM

3/24/2016



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	730	100	610	1650	300	140	90	180	680	370	170
Future Volume (veh/h)	60	730	100	610	1650	300	140	90	180	680	370	170
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	62	753	103	629	1701	309	144	93	186	701	381	175
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	962	131	891	1607	709	215	403	588	784	661	299
Arrive On Green	0.03	0.21	0.21	0.26	0.45	0.45	0.06	0.11	0.11	0.23	0.28	0.28
Sat Flow, veh/h	3442	4529	615	3442	3539	1562	3442	3539	1561	3442	2366	1071
Grp Volume(v), veh/h	62	562	294	629	1701	309	144	93	186	701	284	272
Grp Sat Flow(s),veh/h/ln	1721	1695	1754	1721	1770	1562	1721	1770	1561	1721	1770	1668
Q Serve(g_s), s	2.0	17.9	18.1	18.9	51.9	15.4	4.7	2.7	4.1	22.6	15.7	16.1
Cycle Q Clear(g_c), s	2.0	17.9	18.1	18.9	51.9	15.4	4.7	2.7	4.1	22.6	15.7	16.1
Prop In Lane	1.00		0.35	1.00		1.00	1.00		1.00	1.00		0.64
Lane Grp Cap(c), veh/h	104	720	372	891	1607	709	215	403	588	784	494	466
V/C Ratio(X)	0.59	0.78	0.79	0.71	1.06	0.44	0.67	0.23	0.32	0.89	0.57	0.59
Avail Cap(c_a), veh/h	120	913	473	891	1607	709	1027	1210	944	906	543	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.7	42.5	42.6	38.4	31.2	21.2	52.4	46.1	9.1	42.8	35.4	35.5
Incr Delay (d2), s/veh	5.8	3.4	6.9	2.6	39.8	0.4	3.6	0.3	0.3	10.3	1.2	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	8.7	9.5	9.3	34.1	6.7	2.3	1.4	2.1	11.8	7.9	7.6
LnGrp Delay(d),s/veh	60.6	45.9	49.5	41.0	71.0	21.7	56.0	46.4	9.4	53.1	36.6	36.9
LnGrp LOS	E	D	D	D	F	C	E	D	A	D	D	D
Approach Vol, veh/h		918			2639			423			1257	
Approach Delay, s/veh		48.1			58.1			33.4			45.9	
Approach LOS		D			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.3	30.2	11.5	37.3	7.9	57.6	30.4	18.4				
Change Period (Y+Rc), s	5.7	* 5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	24.9	* 31	34.1	35.1	4.0	51.9	30.1	39.1				
Max Q Clear Time (g_c+I1), s	20.9	20.1	6.7	18.1	4.0	53.9	24.6	6.1				
Green Ext Time (p_c), s	3.7	4.2	0.5	4.5	0.0	0.0	1.4	5.3				
Intersection Summary												
HCM 2010 Ctrl Delay			51.4									
HCM 2010 LOS			D									
Notes												

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd

Year 2035 AM

3/24/2016


												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	860	700	0	1370	560	0	0	0	760	0	1170
Future Volume (veh/h)	0	860	700	0	1370	560	0	0	0	760	0	1170
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	905	737	0	1442	0				800	0	1232
Adj No. of Lanes	0	2	2	0	3	1				2	0	2
Peak Hour Factor	0.92	0.95	0.95	0.92	0.95	0.95				0.95	0.92	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1499	1274	0	2249	637				1627	0	1317
Arrive On Green	0.00	0.40	0.40	0.00	0.80	0.00				0.47	0.00	0.47
Sat Flow, veh/h	0	3725	3167	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	905	737	0	1442	0				800	0	1232
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	19.2	18.1	0.0	10.4	0.0				16.0	0.0	41.8
Cycle Q Clear(g_c), s	0.0	19.2	18.1	0.0	10.4	0.0				16.0	0.0	41.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1499	1274	0	2249	637				1627	0	1317
V/C Ratio(X)	0.00	0.60	0.58	0.00	0.64	0.00				0.49	0.00	0.94
Avail Cap(c_a), veh/h	0	1499	1274	0	2249	637				1669	0	1352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.60	0.60	0.00	0.81	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.6	23.3	0.0	6.8	0.0				18.1	0.0	24.9
Incr Delay (d2), s/veh	0.0	1.1	1.2	0.0	1.2	0.0				0.2	0.0	12.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.0	8.1	0.0	5.3	0.0				7.6	0.0	18.1
LnGrp Delay(d),s/veh	0.0	24.7	24.4	0.0	8.0	0.0				18.4	0.0	37.0
LnGrp LOS		C	C		A					B		D
Approach Vol, veh/h		1642			1442						2032	
Approach Delay, s/veh		24.6			8.0						29.7	
Approach LOS		C			A						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		46.6		53.4		46.6						
Change Period (Y+Rc), s		6.4		6.1		6.4						
Max Green Setting (Gmax), s		39.0		48.5		39.0						
Max Q Clear Time (g_c+I1), s		21.2		43.8		12.4						
Green Ext Time (p_c), s		15.5		3.5		21.8						
Intersection Summary												
HCM 2010 Ctrl Delay			21.9									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd

Year 2035 AM























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑	↑↑		↑↑			
Traffic Volume (veh/h)	0	950	670	0	1200	320	730	0	510	0	0	0
Future Volume (veh/h)	0	950	670	0	1200	320	730	0	510	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1011	0	0	1277	340	777	0	543			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3320	941	0	3021	941	967	0	783			
Arrive On Green	0.00	1.00	0.00	0.00	0.59	0.59	0.28	0.00	0.28			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	1011	0	0	1277	340	777	0	543			
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	13.6	11.1	21.0	0.0	17.4			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	13.6	11.1	21.0	0.0	17.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3320	941	0	3021	941	967	0	783			
V/C Ratio(X)	0.00	0.30	0.00	0.00	0.42	0.36	0.80	0.00	0.69			
Avail Cap(c_a), veh/h	0	3320	941	0	3021	941	1339	0	1084			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.76	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	11.0	10.5	33.4	0.0	32.1			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	1.1	2.5	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	6.4	5.1	10.3	0.0	6.8			
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	11.4	11.6	35.9	0.0	33.2			
LnGrp LOS		A			B	B	D		C			
Approach Vol, veh/h		1011			1617			1320				
Approach Delay, s/veh		0.2			11.5			34.8				
Approach LOS		A			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		65.8				65.8		34.2				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		48.6				48.6		38.9				
Max Q Clear Time (g_c+I1), s		2.0				15.6		23.0				
Green Ext Time (p_c), s		28.8				23.0		5.1				
Intersection Summary												
HCM 2010 Ctrl Delay				16.4								
HCM 2010 LOS				B								
Notes												

HCM 2010 Signalized Intersection Summary
7: Bernardo Center Dr & Rancho Bernardo Rd

Year 2035 AM

3/24/2016






















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	650	350	180	870	100	270	200	120	230	310	130
Future Volume (veh/h)	360	650	350	180	870	100	270	200	120	230	310	130
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	387	726	358	194	935	108	290	215	129	247	333	140
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	466	1544	656	267	1151	133	362	402	231	329	626	484
Arrive On Green	0.13	0.41	0.41	0.08	0.36	0.36	0.11	0.19	0.19	0.10	0.18	0.18
Sat Flow, veh/h	3548	3725	1583	3442	3192	369	3442	2160	1241	3442	3539	1560
Grp Volume(v), veh/h	387	726	358	194	518	525	290	174	170	247	333	140
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1770	1791	1721	1770	1632	1721	1770	1560
Q Serve(g_s), s	9.8	13.1	15.8	5.1	24.5	24.5	7.6	8.2	8.7	6.5	7.9	6.3
Cycle Q Clear(g_c), s	9.8	13.1	15.8	5.1	24.5	24.5	7.6	8.2	8.7	6.5	7.9	6.3
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.76	1.00		1.00
Lane Grp Cap(c), veh/h	466	1544	656	267	638	646	362	330	304	329	626	484
V/C Ratio(X)	0.83	0.47	0.55	0.73	0.81	0.81	0.80	0.53	0.56	0.75	0.53	0.29
Avail Cap(c_a), veh/h	537	1575	669	350	677	686	394	706	651	532	1531	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	19.7	20.5	41.7	26.7	26.7	40.4	34.0	34.2	40.7	34.6	24.3
Incr Delay (d2), s/veh	9.4	0.2	0.9	5.2	7.1	7.0	10.5	1.3	1.6	3.4	0.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	6.8	7.0	2.6	13.2	13.4	4.2	4.1	4.0	3.2	3.9	2.8
LnGrp Delay(d),s/veh	48.6	19.9	21.4	46.9	33.8	33.8	51.0	35.3	35.8	44.2	35.3	24.6
LnGrp LOS	D	B	C	D	C	C	D	D	D	D	D	C
Approach Vol, veh/h	1471				1237				634			
Approach Delay, s/veh	27.8				35.9				42.6			
Approach LOS	C				D				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	44.5	14.1	22.3	16.6	39.6	13.2	23.1				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	9.4	39.1	10.6	40.0	14.0	* 35	14.3	* 37				
Max Q Clear Time (g_c+I1), s	7.1	17.8	9.6	9.9	11.8	26.5	8.5	10.7				
Green Ext Time (p_c), s	0.1	13.2	0.1	4.8	0.3	6.9	0.4	4.7				
Intersection Summary												
HCM 2010 Ctrl Delay	34.1											
HCM 2010 LOS	C											
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd

Year 2035 AM

3/24/2016












												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	180	160	120	50	60	40	140	90	120	250	20
Future Volume (veh/h)	30	180	160	120	50	60	40	140	90	120	250	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	196	174	130	54	65	43	152	98	130	272	22
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	482	246	218	205	215	183	62	318	194	169	698	56
Arrive On Green	0.27	0.27	0.27	0.12	0.12	0.12	0.04	0.15	0.15	0.10	0.21	0.21
Sat Flow, veh/h	1774	904	803	1774	1863	1583	1774	2117	1288	1774	3319	267
Grp Volume(v), veh/h	33	0	370	130	54	65	43	126	124	130	144	150
Grp Sat Flow(s),veh/h/ln	1774	0	1707	1774	1863	1583	1774	1770	1635	1774	1770	1816
Q Serve(g_s), s	0.8	0.0	11.0	3.8	1.4	2.1	1.3	3.5	3.8	3.9	3.8	3.9
Cycle Q Clear(g_c), s	0.8	0.0	11.0	3.8	1.4	2.1	1.3	3.5	3.8	3.9	3.8	3.9
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.79	1.00		0.15
Lane Grp Cap(c), veh/h	482	0	464	205	215	183	62	266	246	169	372	382
V/C Ratio(X)	0.07	0.00	0.80	0.63	0.25	0.36	0.69	0.47	0.51	0.77	0.39	0.39
Avail Cap(c_a), veh/h	750	0	722	587	616	524	196	585	541	359	748	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	18.4	23.0	21.9	22.2	26.0	21.1	21.3	24.0	18.5	18.5
Incr Delay (d2), s/veh	0.1	0.0	3.5	3.2	0.6	1.2	12.7	1.3	1.6	7.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	5.6	2.0	0.8	1.0	0.9	1.8	1.8	2.3	1.9	2.0
LnGrp Delay(d),s/veh	14.8	0.0	21.9	26.2	22.5	23.4	38.7	22.4	22.9	31.3	19.1	19.2
LnGrp LOS	B		C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		403			249			293			424	
Approach Delay, s/veh		21.3			24.7			25.0			22.9	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	13.2		19.8	6.9	16.4		11.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	18.0		23.0	6.0	23.0		18.0				
Max Q Clear Time (g_c+I1), s	5.9	5.8		13.0	3.3	5.9		5.8				
Green Ext Time (p_c), s	0.1	2.4		1.8	0.0	2.7		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			23.2									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo

Year 2035 AM

3/24/2016















								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	430	620	360	200	130	110		
Future Volume (veh/h)	430	620	360	200	130	110		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	467	674	391	217	141	120		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	877	2747	483	265	190	169		
Arrive On Green	0.49	0.78	0.22	0.22	0.11	0.11		
Sat Flow, veh/h	1774	3632	2300	1209	1774	1583		
Grp Volume(v), veh/h	467	674	312	296	141	120		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1646	1774	1583		
Q Serve(g_s), s	15.8	4.6	14.6	14.9	6.7	6.4		
Cycle Q Clear(g_c), s	15.8	4.6	14.6	14.9	6.7	6.4		
Prop In Lane	1.00			0.73	1.00	1.00		
Lane Grp Cap(c), veh/h	877	2747	387	360	190	169		
V/C Ratio(X)	0.53	0.25	0.81	0.82	0.74	0.71		
Avail Cap(c_a), veh/h	877	2747	501	466	449	401		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	15.1	2.7	32.3	32.4	37.8	37.6		
Incr Delay (d2), s/veh	0.6	0.2	7.3	8.8	5.6	5.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.8	2.2	7.9	7.6	3.6	5.7		
LnGrp Delay(d),s/veh	15.8	2.9	39.7	41.2	43.4	43.0		
LnGrp LOS	B	A	D	D	D	D		
Approach Vol, veh/h		1141	608		261			
Approach Delay, s/veh		8.2	40.4		43.2			
Approach LOS		A	D		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		73.2		14.0	48.6	24.6		
Change Period (Y+Rc), s		5.5		* 4.7	5.5	* 5.5		
Max Green Setting (Gmax), s		67.7		* 22	38.6	* 25		
Max Q Clear Time (g_c+I1), s		6.6		8.7	17.8	16.9		
Green Ext Time (p_c), s		6.9		0.6	5.9	2.2		
Intersection Summary								
HCM 2010 Ctrl Delay			22.5					
HCM 2010 LOS			C					
Notes								

HCM 2010 Signalized Intersection Summary

10: Bernardo Center Dr & West Bernardo Dr

Year 2035 AM




















3/24/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	690	580	0	610	800	90	240	
Future Volume (veh/h)	690	580	0	610	800	90	240	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	750	630		663	870	98	261	
Adj No. of Lanes	2	2		2	2	1	1	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	890	2475		1337	1469	282	661	
Arrive On Green	0.26	0.70		0.38	0.38	0.16	0.16	
Sat Flow, veh/h	3442	3632		3632	2715	1774	1583	
Grp Volume(v), veh/h	750	630		663	870	98	261	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1357	1774	1583	
Q Serve(g_s), s	14.4	4.6		10.0	15.3	3.4	8.0	
Cycle Q Clear(g_c), s	14.4	4.6		10.0	15.3	3.4	8.0	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	890	2475		1337	1469	282	661	
V/C Ratio(X)	0.84	0.25		0.50	0.59	0.35	0.39	
Avail Cap(c_a), veh/h	1112	2496		1524	1612	837	1157	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	24.6	3.8		16.7	11.0	26.2	14.2	
Incr Delay (d2), s/veh	5.0	0.1		0.3	0.5	0.7	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	7.5	2.2		4.9	5.7	1.7	3.5	
LnGrp Delay(d),s/veh	29.5	3.9		16.9	11.5	26.9	14.6	
LnGrp LOS	C	A		B	B	C	B	
Approach Vol, veh/h		1380		1533		359		
Approach Delay, s/veh		17.8		13.9		17.9		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	22.5	31.9				54.4		15.5
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	22.6	30.1				* 49		33.0
Max Q Clear Time (g_c+I1), s	16.4	17.3				6.6		10.0
Green Ext Time (p_c), s	1.6	9.1				18.8		1.1
Intersection Summary								
HCM 2010 Ctrl Delay			16.0					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

1: Camino San Bernardo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	960	230	390	800	10	120	10	370	70	20	30
Future Volume (veh/h)	10	960	230	390	800	10	120	10	370	70	20	30
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	10	1000	240	406	833	10	125	10	385	73	21	31
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	1068	256	467	1796	22	440	571	510	137	42	38
Arrive On Green	0.01	0.38	0.38	0.14	0.50	0.50	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1774	2825	676	3442	3582	43	1347	1770	1582	225	131	118
Grp Volume(v), veh/h	10	625	615	406	412	431	125	10	385	125	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1731	1721	1770	1855	1347	1770	1582	474	0	0
Q Serve(g_s), s	0.5	30.1	30.3	10.2	13.4	13.4	0.0	0.3	19.3	6.9	0.0	0.0
Cycle Q Clear(g_c), s	0.5	30.1	30.3	10.2	13.4	13.4	7.8	0.3	19.3	26.2	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.02	1.00		1.00	0.58		0.25
Lane Grp Cap(c), veh/h	22	669	655	467	887	930	440	571	510	217	0	0
V/C Ratio(X)	0.46	0.93	0.94	0.87	0.46	0.46	0.28	0.02	0.75	0.58	0.00	0.00
Avail Cap(c_a), veh/h	100	690	675	467	887	930	446	580	518	223	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.4	26.5	26.5	37.5	14.3	14.3	22.9	20.4	26.8	33.5	0.0	0.0
Incr Delay (d2), s/veh	14.2	19.6	20.8	16.1	0.4	0.4	0.4	0.0	6.1	3.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	18.2	18.1	5.9	6.6	6.9	2.4	0.2	9.2	3.2	0.0	0.0
LnGrp Delay(d),s/veh	57.6	46.1	47.3	53.6	14.7	14.7	23.3	20.4	33.0	37.0	0.0	0.0
LnGrp LOS	E	D	D	D	B	B	C	C	C	D		
Approach Vol, veh/h		1250			1249			520			125	
Approach Delay, s/veh		46.8			27.4			30.4			37.0	
Approach LOS		D			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	39.0		33.5	5.1	49.9		33.5				
Change Period (Y+Rc), s	4.0	5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s	12.0	34.5		29.0	5.0	41.5		29.0				
Max Q Clear Time (g_c+I1), s	12.2	32.3		28.2	2.5	15.4		21.3				
Green Ext Time (p_c), s	0.0	1.1		0.3	0.0	14.7		2.3				
Intersection Summary												
HCM 2010 Ctrl Delay				36.0								
HCM 2010 LOS				D								

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1430	60	30	1030	10	350	10	420	10	10	10
Future Volume (veh/h)	20	1430	60	30	1030	10	350	10	420	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	22	1554	65	33	1120	11	380	11	457	11	11	11
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	1749	73	42	1841	18	274	7	569	33	32	16
Arrive On Green	0.02	0.51	0.51	0.02	0.51	0.51	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1774	3462	144	1774	3591	35	616	18	1560	0	88	44
Grp Volume(v), veh/h	22	792	827	33	552	579	391	0	457	33	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1837	1774	1770	1856	634	0	1560	132	0	0
Q Serve(g_s), s	1.8	58.5	59.2	2.7	32.3	32.3	0.0	0.0	38.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	58.5	59.2	2.7	32.3	32.3	53.3	0.0	38.4	53.3	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.02	0.97		1.00	0.33		0.33
Lane Grp Cap(c), veh/h	29	894	928	42	907	952	280	0	569	81	0	0
V/C Ratio(X)	0.77	0.89	0.89	0.78	0.61	0.61	1.40	0.00	0.80	0.41	0.00	0.00
Avail Cap(c_a), veh/h	75	923	959	64	915	960	280	0	569	81	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.6	32.4	32.5	70.9	25.2	25.2	51.0	0.0	41.7	38.3	0.0	0.0
Incr Delay (d2), s/veh	33.8	10.1	10.3	28.2	1.2	1.1	198.5	0.0	8.2	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	31.1	32.5	1.7	16.1	16.9	26.7	0.0	17.9	0.9	0.0	0.0
LnGrp Delay(d),s/veh	105.3	42.5	42.8	99.1	26.4	26.3	249.5	0.0	49.8	41.6	0.0	0.0
LnGrp LOS	F	D	D	F	C	C	F		D	D		
Approach Vol, veh/h		1641			1164			848			33	
Approach Delay, s/veh		43.5			28.4			141.9			41.6	
Approach LOS		D			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	79.7		58.5	6.8	80.8		58.5				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	5.3	76.2		* 53	6.2	* 76		53.0				
Max Q Clear Time (g_c+I1), s	4.7	61.2		55.3	3.8	34.3		55.3				
Green Ext Time (p_c), s	0.0	12.6		0.0	0.0	27.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				61.3								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1600	0	0	990	60	0	0	0	50	0	120
Future Volume (veh/h)	110	1600	0	0	990	60	0	0	0	50	0	120
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	120	1739	0	0	1076	65	0	0	0	54	0	130
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	2429	0	2	1843	111	100	284	0	117	16	166
Arrive On Green	0.09	0.69	0.00	0.00	0.54	0.54	0.00	0.00	0.00	0.15	0.00	0.15
Sat Flow, veh/h	1774	3632	0	1774	3391	205	1255	1863	0	345	107	1089
Grp Volume(v), veh/h	120	1739	0	0	561	580	0	0	0	184	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1827	1255	1863	0	1541	0	0
Q Serve(g_s), s	4.8	21.8	0.0	0.0	15.2	15.2	0.0	0.0	0.0	5.8	0.0	0.0
Cycle Q Clear(g_c), s	4.8	21.8	0.0	0.0	15.2	15.2	0.0	0.0	0.0	8.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.11	1.00		0.00	0.29		0.71
Lane Grp Cap(c), veh/h	154	2429	0	2	962	993	100	284	0	299	0	0
V/C Ratio(X)	0.78	0.72	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	321	2522	0	123	1089	1124	412	747	0	663	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	32.1	6.9	0.0	0.0	11.0	11.0	0.0	0.0	0.0	29.2	0.0	0.0
Incr Delay (d2), s/veh	8.1	1.0	0.0	0.0	0.6	0.6	0.0	0.0	0.0	2.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	10.7	0.0	0.0	7.5	7.7	0.0	0.0	0.0	3.7	0.0	0.0
LnGrp Delay(d),s/veh	40.2	7.9	0.0	0.0	11.6	11.6	0.0	0.0	0.0	31.3	0.0	0.0
LnGrp LOS	D	A			B	B				C		
Approach Vol, veh/h		1859			1141			0			184	
Approach Delay, s/veh		10.0			11.6			0.0			31.3	
Approach LOS		A			B						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	56.3		15.5	10.3	46.1		15.5				
Change Period (Y+Rc), s	4.0	7.0		4.6	4.0	* 7		* 4.6				
Max Green Setting (Gmax), s	5.0	51.2		28.2	13.0	* 44		* 29				
Max Q Clear Time (g_c+I1), s	0.0	23.8		10.2	6.8	17.2		0.0				
Green Ext Time (p_c), s	0.0	22.1		1.0	0.1	21.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				11.8								
HCM 2010 LOS				B								
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd



















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1580	50	200	990	510	180	360	700	350	90	70
Future Volume (veh/h)	160	1580	50	200	990	510	180	360	700	350	90	70
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	163	1612	51	204	1010	520	184	367	714	357	92	71
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	1736	55	271	1258	561	254	1012	576	437	672	476
Arrive On Green	0.07	0.34	0.34	0.08	0.36	0.36	0.07	0.29	0.29	0.13	0.34	0.34
Sat Flow, veh/h	3442	5064	160	3442	3539	1579	3442	3539	1578	3442	1981	1403
Grp Volume(v), veh/h	163	1079	584	204	1010	520	184	367	714	357	81	82
Grp Sat Flow(s),veh/h/ln	1721	1695	1834	1721	1770	1579	1721	1770	1578	1721	1770	1615
Q Serve(g_s), s	5.6	37.2	37.2	7.0	31.2	25.9	6.3	10.0	29.1	12.3	3.9	4.3
Cycle Q Clear(g_c), s	5.6	37.2	37.2	7.0	31.2	25.9	6.3	10.0	29.1	12.3	3.9	4.3
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		0.87
Lane Grp Cap(c), veh/h	233	1162	629	271	1258	561	254	1012	576	437	600	548
V/C Ratio(X)	0.70	0.93	0.93	0.75	0.80	0.93	0.72	0.36	1.24	0.82	0.14	0.15
Avail Cap(c_a), veh/h	233	1176	636	528	1584	707	967	1140	633	854	600	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	38.4	38.4	54.8	35.3	17.1	55.0	34.5	25.1	51.6	27.8	27.9
Incr Delay (d2), s/veh	8.8	12.6	20.0	4.2	2.5	16.0	3.9	0.2	122.1	3.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	19.4	22.3	3.5	15.7	13.7	3.2	4.9	33.1	6.1	1.9	1.9
LnGrp Delay(d),s/veh	64.2	51.0	58.4	59.0	37.7	33.1	58.9	34.7	147.2	55.4	27.9	28.0
LnGrp LOS	E	D	E	E	D	C	E	C	F	E	C	C
Approach Vol, veh/h	1826				1734				1265			
Approach Delay, s/veh	54.5				38.8				101.7			
Approach LOS	D				D				F			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.9	47.5	13.4	46.6	12.6	48.8	19.8	40.1				
Change Period (Y+Rc), s	4.4	5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	18.6	42.1	34.1	35.1	6.6	54.3	30.1	39.1				
Max Q Clear Time (g_c+I1), s	9.0	39.2	8.3	6.3	7.6	33.2	14.3	31.1				
Green Ext Time (p_c), s	0.5	2.4	0.6	7.4	0.0	9.9	1.1	3.5				
Intersection Summary												
HCM 2010 Ctrl Delay	59.9											
HCM 2010 LOS	E											

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd


3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1680	940	0	1220	600	0	0	0	460	0	460
Future Volume (veh/h)	0	1680	940	0	1220	600	0	0	0	460	0	460
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	2195	682	0	1271	0				479	0	479
Adj No. of Lanes	0	3	1	0	3	1				2	0	2
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96				0.96	0.92	0.96
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	3767	1067	0	3767	1067				692	0	560
Arrive On Green	0.00	0.67	0.67	0.00	1.00	0.00				0.20	0.00	0.20
Sat Flow, veh/h	0	5588	1583	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	2195	682	0	1271	0				479	0	479
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	21.1	24.7	0.0	0.0	0.0				12.9	0.0	16.6
Cycle Q Clear(g_c), s	0.0	21.1	24.7	0.0	0.0	0.0				12.9	0.0	16.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3767	1067	0	3767	1067				692	0	560
V/C Ratio(X)	0.00	0.58	0.64	0.00	0.34	0.00				0.69	0.00	0.86
Avail Cap(c_a), veh/h	0	3767	1067	0	3767	1067				767	0	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.12	0.12	0.00	0.83	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.7	9.3	0.0	0.0	0.0				37.1	0.0	38.6
Incr Delay (d2), s/veh	0.0	0.1	0.4	0.0	0.2	0.0				2.4	0.0	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.8	10.7	0.0	0.1	0.0				6.3	0.0	7.2
LnGrp Delay(d),s/veh	0.0	8.8	9.7	0.0	0.2	0.0				39.5	0.0	49.0
LnGrp LOS		A	A		A					D		D
Approach Vol, veh/h		2877			1271						958	
Approach Delay, s/veh		9.0			0.2						44.2	
Approach LOS		A			A						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		73.8		26.2		73.8						
Change Period (Y+Rc), s		6.4		6.1		6.4						
Max Green Setting (Gmax), s		65.2		22.3		65.2						
Max Q Clear Time (g_c+I1), s		26.7		18.6		2.0						
Green Ext Time (p_c), s		36.1		1.5		56.9						
Intersection Summary												
HCM 2010 Ctrl Delay			13.4									
HCM 2010 LOS			B									
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑	↑↑		↑↑			
Traffic Volume (veh/h)	0	990	1150	0	1110	510	710	0	490	0	0	0
Future Volume (veh/h)	0	990	1150	0	1110	510	710	0	490	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1053	0	0	1181	543	755	0	521			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3393	961	0	3087	961	922	0	747			
Arrive On Green	0.00	1.00	0.00	0.00	0.61	0.61	0.27	0.00	0.27			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	1053	0	0	1181	543	755	0	521			
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	11.9	20.5	20.6	0.0	16.8			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	11.9	20.5	20.6	0.0	16.8			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3393	961	0	3087	961	922	0	747			
V/C Ratio(X)	0.00	0.31	0.00	0.00	0.38	0.56	0.82	0.00	0.70			
Avail Cap(c_a), veh/h	0	3393	961	0	3087	961	1167	0	945			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.68	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	10.1	11.7	34.3	0.0	33.0			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	2.4	3.8	0.0	1.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	5.6	9.5	10.2	0.0	6.6			
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	10.4	14.1	38.1	0.0	34.6			
LnGrp LOS		A			B	B	D		C			
Approach Vol, veh/h		1053			1724			1276				
Approach Delay, s/veh		0.2			11.6			36.7				
Approach LOS		A			B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		67.1				67.1		32.9				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		53.6				53.6		33.9				
Max Q Clear Time (g_c+I1), s		2.0				22.5		22.6				
Green Ext Time (p_c), s		31.9				22.7		4.2				
Intersection Summary												
HCM 2010 Ctrl Delay			16.5									
HCM 2010 LOS			B									
Notes												

HCM 2010 Signalized Intersection Summary

7: Bernardo Center Dr & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	280	730	370	150	760	170	460	520	280	200	310	120
Future Volume (veh/h)	280	730	370	150	760	170	460	520	280	200	310	120
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	295	773	386	158	800	179	484	547	295	211	326	126
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	1314	552	218	906	203	542	694	373	277	833	523
Arrive On Green	0.10	0.35	0.35	0.06	0.32	0.32	0.16	0.31	0.31	0.08	0.24	0.24
Sat Flow, veh/h	3548	3725	1563	3442	2867	642	3442	2221	1196	3442	3539	1550
Grp Volume(v), veh/h	295	773	386	158	494	485	484	436	406	211	326	126
Grp Sat Flow(s),veh/h/ln	1774	1863	1563	1721	1770	1739	1721	1770	1648	1721	1770	1550
Q Serve(g_s), s	8.9	18.5	23.2	4.9	29.0	29.0	15.1	24.6	24.6	6.6	8.5	6.4
Cycle Q Clear(g_c), s	8.9	18.5	23.2	4.9	29.0	29.0	15.1	24.6	24.6	6.6	8.5	6.4
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	355	1314	552	218	559	550	542	553	514	277	833	523
V/C Ratio(X)	0.83	0.59	0.70	0.72	0.88	0.88	0.89	0.79	0.79	0.76	0.39	0.24
Avail Cap(c_a), veh/h	363	1314	552	258	582	572	560	733	682	412	1294	725
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	28.9	30.4	50.3	35.5	35.5	45.2	34.3	34.3	49.3	35.2	26.3
Incr Delay (d2), s/veh	14.7	0.7	3.9	8.0	14.5	14.7	16.2	4.2	4.6	4.6	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	9.7	10.6	2.6	16.4	16.1	8.4	12.6	11.8	3.3	4.2	2.8
LnGrp Delay(d),s/veh	63.0	29.6	34.3	58.3	50.0	50.2	61.4	38.6	38.9	53.9	35.5	26.5
LnGrp LOS	E	C	C	E	D	D	E	D	D	D	D	C
Approach Vol, veh/h	1454				1137				1326			
Approach Delay, s/veh	37.6				51.3				47.0			
Approach LOS	D				D				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	44.8	21.6	31.6	15.4	40.8	13.2	40.1				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	8.2	38.1	17.8	40.0	11.2	* 36	13.1	* 45				
Max Q Clear Time (g_c+I1), s	6.9	25.2	17.1	10.5	10.9	31.0	8.6	26.6				
Green Ext Time (p_c), s	0.1	9.3	0.2	8.9	0.0	3.6	0.3	7.5				
Intersection Summary												
HCM 2010 Ctrl Delay	44.0											
HCM 2010 LOS	D											
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd












3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	140	140	90	90	80	70	170	110	130	230	20
Future Volume (veh/h)	30	140	140	90	90	80	70	170	110	130	230	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	152	152	98	98	87	76	185	120	141	250	22
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	197	197	186	195	166	97	366	226	183	733	64
Arrive On Green	0.23	0.23	0.23	0.10	0.10	0.10	0.05	0.17	0.17	0.10	0.22	0.22
Sat Flow, veh/h	1774	848	848	1774	1863	1583	1774	2105	1299	1774	3287	287
Grp Volume(v), veh/h	33	0	304	98	98	87	76	154	151	141	134	138
Grp Sat Flow(s),veh/h/ln	1774	0	1696	1774	1863	1583	1774	1770	1634	1774	1770	1805
Q Serve(g_s), s	0.8	0.0	8.7	2.7	2.6	2.7	2.2	4.1	4.4	4.0	3.3	3.4
Cycle Q Clear(g_c), s	0.8	0.0	8.7	2.7	2.6	2.7	2.2	4.1	4.4	4.0	3.3	3.4
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.79	1.00		0.16
Lane Grp Cap(c), veh/h	413	0	395	186	195	166	97	308	284	183	395	402
V/C Ratio(X)	0.08	0.00	0.77	0.53	0.50	0.52	0.79	0.50	0.53	0.77	0.34	0.34
Avail Cap(c_a), veh/h	683	0	653	615	646	549	307	681	629	410	784	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	18.6	22.0	22.0	22.0	24.3	19.4	19.5	22.7	17.0	17.0
Incr Delay (d2), s/veh	0.1	0.0	3.2	2.3	2.0	2.5	13.0	1.3	1.5	6.6	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.4	1.5	1.4	1.3	1.4	2.1	2.1	2.3	1.7	1.7
LnGrp Delay(d),s/veh	15.7	0.0	21.8	24.3	23.9	24.6	37.3	20.7	21.1	29.3	17.5	17.5
LnGrp LOS	B		C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		337			283			381			413	
Approach Delay, s/veh		21.2			24.3			24.1			21.5	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	14.0		17.1	7.8	16.6		10.4				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	12.0	20.0		20.0	9.0	23.0		18.0				
Max Q Clear Time (g_c+I1), s	6.0	6.4		10.7	4.2	5.4		4.7				
Green Ext Time (p_c), s	0.2	2.7		1.4	0.1	3.0		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			22.7									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo















3/24/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	60	540	580	50	200	410		
Future Volume (veh/h)	60	540	580	50	200	410		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	65	587	630	54	217	446		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	84	2020	1563	134	557	497		
Arrive On Green	0.05	0.57	0.47	0.47	0.31	0.31		
Sat Flow, veh/h	1774	3632	3393	282	1774	1583		
Grp Volume(v), veh/h	65	587	337	347	217	446		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1813	1774	1583		
Q Serve(g_s), s	3.2	7.6	11.0	11.0	8.5	23.8		
Cycle Q Clear(g_c), s	3.2	7.6	11.0	11.0	8.5	23.8		
Prop In Lane	1.00			0.16	1.00	1.00		
Lane Grp Cap(c), veh/h	84	2020	838	858	557	497		
V/C Ratio(X)	0.77	0.29	0.40	0.40	0.39	0.90		
Avail Cap(c_a), veh/h	233	2020	838	858	788	703		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	41.7	9.8	15.2	15.2	23.7	29.0		
Incr Delay (d2), s/veh	13.9	0.4	1.4	1.4	0.4	10.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.9	3.8	5.7	5.8	4.2	19.9		
LnGrp Delay(d),s/veh	55.6	10.1	16.6	16.6	24.2	39.9		
LnGrp LOS	E	B	B	B	C	D		
Approach Vol, veh/h		652	684		663			
Approach Delay, s/veh		14.7	16.6		34.7			
Approach LOS		B	B		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		56.0		32.5	8.6	47.4		
Change Period (Y+Rc), s		5.5		* 4.7	4.4	5.5		
Max Green Setting (Gmax), s		50.5		* 39	11.6	34.5		
Max Q Clear Time (g_c+I1), s		9.6		25.8	5.2	13.0		
Green Ext Time (p_c), s		9.8		2.0	0.1	8.1		
Intersection Summary								
HCM 2010 Ctrl Delay			22.0					
HCM 2010 LOS			C					
Notes								

HCM 2010 Signalized Intersection Summary

10: Bernardo Center Dr & West Bernardo Dr

3/24/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	490	500	0	480	470	420	570	
Future Volume (veh/h)	490	500	0	480	470	420	570	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	521	532		511	500	447	606	
Adj No. of Lanes	2	2		2	2	1	1	
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	646	1835		965	1734	621	851	
Arrive On Green	0.19	0.52		0.27	0.27	0.35	0.35	
Sat Flow, veh/h	3442	3632		3632	2782	1774	1583	
Grp Volume(v), veh/h	521	532		511	500	447	606	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1391	1774	1583	
Q Serve(g_s), s	10.9	6.4		9.3	6.2	16.5	21.6	
Cycle Q Clear(g_c), s	10.9	6.4		9.3	6.2	16.5	21.6	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	646	1835		965	1734	621	851	
V/C Ratio(X)	0.81	0.29		0.53	0.29	0.72	0.71	
Avail Cap(c_a), veh/h	940	2333		1526	2175	767	982	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	29.3	10.3		23.3	6.5	21.3	13.0	
Incr Delay (d2), s/veh	3.4	0.1		0.5	0.1	2.5	2.1	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.5	3.1		4.5	2.4	8.5	9.7	
LnGrp Delay(d),s/veh	32.7	10.4		23.8	6.6	23.8	15.1	
LnGrp LOS	C	B		C	A	C	B	
Approach Vol, veh/h		1053		1011		1053		
Approach Delay, s/veh		21.4		15.3		18.8		
Approach LOS		C		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	18.5	26.1				44.6		30.8
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	20.6	32.5				* 50		32.6
Max Q Clear Time (g_c+I1), s	12.9	11.3				8.4		23.6
Green Ext Time (p_c), s	1.2	9.2				11.5		2.8
Intersection Summary								
HCM 2010 Ctrl Delay			18.5					
HCM 2010 LOS			B					
Notes								

APPENDIX I




















PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS YEAR 2035 WITH PROJECT

HCM 2010 Signalized Intersection Summary

1: Camino San Bernardo & Rancho Bernardo Rd

Year 2035 + Project AM

3/24/2016




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1061	190	488	798	80	40	10	223	20	10	10
Future Volume (veh/h)	30	1061	190	488	798	80	40	10	223	20	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	33	1153	207	530	867	87	43	11	242	22	11	11
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	1326	237	613	1914	192	300	346	305	96	48	27
Arrive On Green	0.03	0.44	0.44	0.18	0.59	0.59	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1774	2993	535	3442	3249	326	1384	1770	1558	166	244	136
Grp Volume(v), veh/h	33	679	681	530	472	482	43	11	242	44	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1758	1721	1770	1805	1384	1770	1558	546	0	0
Q Serve(g_s), s	1.6	29.4	29.8	12.7	12.7	12.7	0.0	0.4	12.5	0.4	0.0	0.0
Cycle Q Clear(g_c), s	1.6	29.4	29.8	12.7	12.7	12.7	3.0	0.4	12.5	12.9	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.18	1.00		1.00	0.50		0.25
Lane Grp Cap(c), veh/h	57	784	779	613	1043	1064	300	346	305	171	0	0
V/C Ratio(X)	0.58	0.87	0.87	0.86	0.45	0.45	0.14	0.03	0.79	0.26	0.00	0.00
Avail Cap(c_a), veh/h	128	816	810	671	1043	1064	504	606	534	370	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.4	21.3	21.4	33.8	9.7	9.7	28.6	27.5	32.4	28.7	0.0	0.0
Incr Delay (d2), s/veh	9.2	9.5	10.2	10.7	0.3	0.3	0.2	0.0	4.7	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	16.2	16.6	6.9	6.3	6.4	0.9	0.2	5.8	0.9	0.0	0.0
LnGrp Delay(d),s/veh	49.6	30.8	31.6	44.5	10.0	10.0	28.8	27.6	37.1	29.5	0.0	0.0
LnGrp LOS	D	C	C	D	B	B	C	C	D	C		
Approach Vol, veh/h	1393				1484				296			
Approach Delay, s/veh	31.6				22.3				35.5			
Approach LOS	C				C				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.6	43.5		21.6	7.2	55.9		21.6				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	16.5	39.0		29.0	6.1	49.4		29.0				
Max Q Clear Time (g_c+I1), s	14.7	31.8		14.9	3.6	14.7		14.5				
Green Ext Time (p_c), s	0.4	5.7		1.5	0.0	19.8		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay	27.7											
HCM 2010 LOS	C											

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd

Year 2035 + Project AM

3/24/2016




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1114	390	713	1356	10	80	10	77	10	10	10
Future Volume (veh/h)	10	1114	390	713	1356	10	80	10	77	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	11	1211	424	775	1474	11	87	11	84	11	11	11
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	18	1040	353	611	2656	20	157	17	222	45	44	28
Arrive On Green	0.01	0.40	0.40	0.34	0.74	0.74	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1774	2579	875	1774	3600	27	765	120	1562	80	309	195
Grp Volume(v), veh/h	11	819	816	775	724	761	98	0	84	33	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1684	1774	1770	1857	885	0	1562	584	0	0
Q Serve(g_s), s	0.9	56.9	56.9	48.6	25.6	25.7	0.0	0.0	6.9	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.9	56.9	56.9	48.6	25.6	25.7	17.0	0.0	6.9	17.3	0.0	0.0
Prop In Lane	1.00		0.52	1.00		0.01	0.89		1.00	0.33		0.33
Lane Grp Cap(c), veh/h	18	714	679	611	1306	1370	174	0	222	117	0	0
V/C Ratio(X)	0.62	1.15	1.20	1.27	0.55	0.56	0.56	0.00	0.38	0.28	0.00	0.00
Avail Cap(c_a), veh/h	50	714	679	611	1306	1370	264	0	321	218	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	69.6	42.1	42.1	46.2	8.2	8.2	59.0	0.0	54.8	53.5	0.0	0.0
Incr Delay (d2), s/veh	31.0	82.3	104.2	133.3	0.5	0.5	2.8	0.0	1.1	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	44.1	46.1	46.4	12.5	13.1	3.9	0.0	3.0	1.2	0.0	0.0
LnGrp Delay(d),s/veh	100.6	124.4	146.3	179.6	8.7	8.7	61.8	0.0	55.9	54.8	0.0	0.0
LnGrp LOS	F	F	F	F	A	A	E		E	D		
Approach Vol, veh/h		1646			2260			182			33	
Approach Delay, s/veh		135.1			67.3			59.1			54.8	
Approach LOS		F			E			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	53.0	62.8		25.3	5.8	110.0		25.3				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	48.6	56.9		* 29	4.0	* 1E2		29.0				
Max Q Clear Time (g_c+I1), s	50.6	58.9		19.3	2.9	27.7		19.0				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	49.1		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay				93.9								
HCM 2010 LOS				F								
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd

Year 2035 + Project AM

3/24/2016
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	920	156	479	1770	20	39	3	120	90	13	150
Future Volume (veh/h)	40	920	156	479	1770	20	39	3	120	90	13	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	43	1000	170	521	1924	22	42	3	130	98	14	163
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	933	158	467	2048	23	267	9	388	143	34	185
Arrive On Green	0.03	0.31	0.31	0.26	0.57	0.57	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1774	3028	514	1774	3584	41	1203	36	1553	374	135	741
Grp Volume(v), veh/h	43	584	586	521	948	998	42	0	133	275	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1772	1774	1770	1856	1203	0	1589	1251	0	0
Q Serve(g_s), s	2.4	30.4	30.4	26.0	48.8	49.2	0.0	0.0	6.8	14.7	0.0	0.0
Cycle Q Clear(g_c), s	2.4	30.4	30.4	26.0	48.8	49.2	4.6	0.0	6.8	21.5	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.02	1.00		0.98	0.36		0.59
Lane Grp Cap(c), veh/h	54	545	546	467	1011	1060	267	0	397	362	0	0
V/C Ratio(X)	0.79	1.07	1.07	1.11	0.94	0.94	0.16	0.00	0.33	0.76	0.00	0.00
Avail Cap(c_a), veh/h	72	545	546	467	1011	1060	315	0	461	411	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.5	34.1	34.1	36.3	19.5	19.6	29.5	0.0	30.3	36.8	0.0	0.0
Incr Delay (d2), s/veh	33.8	59.0	59.7	76.7	15.6	15.6	0.3	0.0	0.5	7.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	23.6	23.8	22.6	27.8	29.5	0.9	0.0	3.0	8.0	0.0	0.0
LnGrp Delay(d),s/veh	81.3	93.1	93.8	113.0	35.1	35.2	29.8	0.0	30.8	43.9	0.0	0.0
LnGrp LOS	F	F	F	F	D	D	C		C	D		
Approach Vol, veh/h		1213			2467			175			275	
Approach Delay, s/veh		93.0			51.6			30.5			43.9	
Approach LOS		F			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	32.0	37.4		29.3	7.0	62.4		29.3				
Change Period (Y+Rc), s	6.0	* 7		4.6	4.0	6.0		* 4.6				
Max Green Setting (Gmax), s	26.0	* 30		28.0	4.0	53.4		* 29				
Max Q Clear Time (g_c+I1), s	28.0	32.4		23.5	4.4	51.2		8.8				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	2.0		2.9				
Intersection Summary												
HCM 2010 Ctrl Delay				62.4								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd

Year 2035 + Project AM

3/24/2016



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	837	108	610	2078	300	172	90	180	680	370	189
Future Volume (veh/h)	65	837	108	610	2078	300	172	90	180	680	370	189
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	67	863	111	629	2142	309	177	93	186	701	381	195
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	1058	135	824	1599	706	250	408	559	783	614	310
Arrive On Green	0.03	0.23	0.23	0.24	0.45	0.45	0.07	0.12	0.12	0.23	0.27	0.27
Sat Flow, veh/h	3442	4565	585	3442	3539	1562	3442	3539	1561	3442	2276	1148
Grp Volume(v), veh/h	67	640	334	629	2142	309	177	93	186	701	295	281
Grp Sat Flow(s),veh/h/ln	1721	1695	1760	1721	1770	1562	1721	1770	1561	1721	1770	1654
Q Serve(g_s), s	2.2	20.5	20.7	19.5	51.9	15.5	5.8	2.7	4.1	22.7	16.8	17.2
Cycle Q Clear(g_c), s	2.2	20.5	20.7	19.5	51.9	15.5	5.8	2.7	4.1	22.7	16.8	17.2
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.69
Lane Grp Cap(c), veh/h	111	785	408	824	1599	706	250	408	559	783	478	446
V/C Ratio(X)	0.60	0.81	0.82	0.76	1.34	0.44	0.71	0.23	0.33	0.90	0.62	0.63
Avail Cap(c_a), veh/h	120	909	472	824	1599	706	1022	1205	911	902	541	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	41.8	41.9	40.6	31.5	21.5	52.1	46.2	9.8	43.0	36.7	36.9
Incr Delay (d2), s/veh	7.3	5.1	9.7	4.3	157.0	0.4	3.7	0.3	0.3	10.5	1.7	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	10.2	11.1	9.7	60.0	6.8	2.9	1.4	2.1	11.9	8.4	8.1
LnGrp Delay(d),s/veh	62.1	46.9	51.6	44.9	188.5	21.9	55.7	46.5	10.2	53.5	38.5	38.9
LnGrp LOS	E	D	D	D	F	C	E	D	B	D	D	D
Approach Vol, veh/h	1041				3080				456			
Approach Delay, s/veh	49.4				142.5				35.2			
Approach LOS	D				F				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.2	32.5	12.8	36.4	8.1	57.6	30.5	18.6				
Change Period (Y+Rc), s	5.7	* 5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	24.9	* 31	34.1	35.1	4.0	51.9	30.1	39.1				
Max Q Clear Time (g_c+I1), s	21.5	22.7	7.8	19.2	4.2	53.9	24.7	6.1				
Green Ext Time (p_c), s	3.3	3.9	0.6	4.5	0.0	0.0	1.4	5.5				
Intersection Summary												
HCM 2010 Ctrl Delay	96.7											
HCM 2010 LOS	F											
Notes												

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd

Year 2035 + Project AM

3/24/2016


												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	917	750	0	1636	560	0	0	0	760	0	1332
Future Volume (veh/h)	0	917	750	0	1636	560	0	0	0	760	0	1332
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	965	789	0	1722	0				800	0	1402
Adj No. of Lanes	0	2	2	0	3	1				2	0	2
Peak Hour Factor	0.92	0.95	0.95	0.92	0.95	0.95				0.95	0.92	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1475	1254	0	2213	627				1649	0	1335
Arrive On Green	0.00	0.40	0.40	0.00	0.79	0.00				0.48	0.00	0.48
Sat Flow, veh/h	0	3725	3167	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	965	789	0	1722	0				800	0	1402
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	21.1	20.0	0.0	16.7	0.0				15.8	0.0	47.9
Cycle Q Clear(g_c), s	0.0	21.1	20.0	0.0	16.7	0.0				15.8	0.0	47.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1475	1254	0	2213	627				1649	0	1335
V/C Ratio(X)	0.00	0.65	0.63	0.00	0.78	0.00				0.49	0.00	1.05
Avail Cap(c_a), veh/h	0	1475	1254	0	2213	627				1649	0	1335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.57	0.57	0.00	0.73	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.6	24.3	0.0	8.0	0.0				17.7	0.0	26.1
Incr Delay (d2), s/veh	0.0	1.3	1.4	0.0	2.0	0.0				0.2	0.0	39.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.1	9.0	0.0	8.4	0.0				7.5	0.0	25.6
LnGrp Delay(d),s/veh	0.0	25.9	25.7	0.0	10.1	0.0				17.9	0.0	65.0
LnGrp LOS		C	C		B					B		F
Approach Vol, veh/h		1754			1722						2202	
Approach Delay, s/veh		25.8			10.1						47.9	
Approach LOS		C			B						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		46.0		54.0		46.0						
Change Period (Y+Rc), s		6.4		6.1		6.4						
Max Green Setting (Gmax), s		39.6		47.9		39.6						
Max Q Clear Time (g_c+I1), s		23.1		49.9		18.7						
Green Ext Time (p_c), s		15.2		0.0		18.9						
Intersection Summary												
HCM 2010 Ctrl Delay			29.6									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd

Year 2035 + Project AM

3/24/2016























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑	↑↑↑		↑↑			
Traffic Volume (veh/h)	0	966	741	0	1265	320	931	0	510	0	0	0
Future Volume (veh/h)	0	966	741	0	1265	320	931	0	510	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1028	0	0	1346	340	990	0	543			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	2971	842	0	2704	842	1182	0	957			
Arrive On Green	0.00	1.00	0.00	0.00	0.53	0.53	0.34	0.00	0.34			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	1028	0	0	1346	340	990	0	543			
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	16.9	12.8	26.5	0.0	15.9			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	16.9	12.8	26.5	0.0	15.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2971	842	0	2704	842	1182	0	957			
V/C Ratio(X)	0.00	0.35	0.00	0.00	0.50	0.40	0.84	0.00	0.57			
Avail Cap(c_a), veh/h	0	2971	842	0	2704	842	1476	0	1195			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.72	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	14.9	14.0	30.3	0.0	26.8			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.7	1.4	3.6	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	8.0	5.9	13.1	0.0	6.2			
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	15.6	15.4	33.9	0.0	27.3			
LnGrp LOS		A			B	B	C		C			
Approach Vol, veh/h		1028			1686			1533				
Approach Delay, s/veh		0.2			15.5			31.6				
Approach LOS		A			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		59.6				59.6		40.4				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		44.6				44.6		42.9				
Max Q Clear Time (g_c+I1), s		2.0				18.9		28.5				
Green Ext Time (p_c), s		28.4				19.7		5.8				
Intersection Summary												
HCM 2010 Ctrl Delay				17.6								
HCM 2010 LOS				B								
Notes												

HCM 2010 Signalized Intersection Summary

7: Bernardo Center Dr & Rancho Bernardo Rd

Year 2035 + Project AM

3/24/2016






















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	363	660	353	180	909	100	283	200	120	230	310	143
Future Volume (veh/h)	363	660	353	180	909	100	283	200	120	230	310	143
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	390	735	363	194	977	108	304	215	129	247	333	154
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	465	1552	660	266	1164	129	372	408	235	328	623	482
Arrive On Green	0.13	0.42	0.42	0.08	0.36	0.36	0.11	0.19	0.19	0.10	0.18	0.18
Sat Flow, veh/h	3548	3725	1583	3442	3209	355	3442	2160	1241	3442	3539	1560
Grp Volume(v), veh/h	390	735	363	194	539	546	304	174	170	247	333	154
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1770	1794	1721	1770	1632	1721	1770	1560
Q Serve(g_s), s	10.1	13.5	16.3	5.2	26.3	26.3	8.1	8.4	8.9	6.6	8.1	7.1
Cycle Q Clear(g_c), s	10.1	13.5	16.3	5.2	26.3	26.3	8.1	8.4	8.9	6.6	8.1	7.1
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.76	1.00		1.00
Lane Grp Cap(c), veh/h	465	1552	660	266	642	651	372	334	308	328	623	482
V/C Ratio(X)	0.84	0.47	0.55	0.73	0.84	0.84	0.82	0.52	0.55	0.75	0.53	0.32
Avail Cap(c_a), veh/h	512	1552	660	344	673	682	387	693	639	523	1503	870
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	20.0	20.8	42.5	27.5	27.5	41.1	34.4	34.6	41.5	35.3	25.1
Incr Delay (d2), s/veh	10.9	0.2	1.0	5.6	8.9	8.9	12.4	1.3	1.5	3.5	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	7.0	7.3	2.7	14.3	14.5	4.5	4.2	4.1	3.3	4.0	3.1
LnGrp Delay(d),s/veh	50.9	20.2	21.8	48.1	36.4	36.3	53.5	35.6	36.1	45.1	36.0	25.5
LnGrp LOS	D	C	C	D	D	D	D	D	D	D	D	C
Approach Vol, veh/h	1488				1279				648			
Approach Delay, s/veh	28.6				38.2				44.1			
Approach LOS	C				D				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	45.4	14.6	22.5	16.7	40.4	13.4	23.7				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	9.4	39.1	10.6	40.0	13.6	* 36	14.3	* 37				
Max Q Clear Time (g_c+I1), s	7.2	18.3	10.1	10.1	12.1	28.3	8.6	10.9				
Green Ext Time (p_c), s	0.1	13.4	0.1	4.9	0.2	5.9	0.4	4.8				
Intersection Summary												
HCM 2010 Ctrl Delay	35.4											
HCM 2010 LOS	D											
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd

Year 2035 + Project AM

3/24/2016












												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	180	166	120	50	60	42	140	90	120	250	20
Future Volume (veh/h)	30	180	166	120	50	60	42	140	90	120	250	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	196	180	130	54	65	46	152	98	130	272	22
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	488	244	224	204	215	182	65	317	193	169	690	55
Arrive On Green	0.27	0.27	0.27	0.12	0.12	0.12	0.04	0.15	0.15	0.10	0.21	0.21
Sat Flow, veh/h	1774	888	816	1774	1863	1583	1774	2117	1288	1774	3319	267
Grp Volume(v), veh/h	33	0	376	130	54	65	46	126	124	130	144	150
Grp Sat Flow(s),veh/h/ln	1774	0	1704	1774	1863	1583	1774	1770	1635	1774	1770	1816
Q Serve(g_s), s	0.8	0.0	11.2	3.8	1.4	2.1	1.4	3.6	3.8	3.9	3.8	3.9
Cycle Q Clear(g_c), s	0.8	0.0	11.2	3.8	1.4	2.1	1.4	3.6	3.8	3.9	3.8	3.9
Prop In Lane	1.00		0.48	1.00		1.00	1.00		0.79	1.00		0.15
Lane Grp Cap(c), veh/h	488	0	469	204	215	182	65	265	245	169	368	378
V/C Ratio(X)	0.07	0.00	0.80	0.64	0.25	0.36	0.71	0.47	0.51	0.77	0.39	0.40
Avail Cap(c_a), veh/h	745	0	716	583	612	520	194	582	537	356	743	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	18.5	23.1	22.1	22.4	26.1	21.3	21.4	24.2	18.7	18.7
Incr Delay (d2), s/veh	0.1	0.0	3.8	3.3	0.6	1.2	13.0	1.3	1.6	7.3	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	5.7	2.1	0.8	1.0	0.9	1.8	1.8	2.3	2.0	2.0
LnGrp Delay(d),s/veh	14.7	0.0	22.3	26.4	22.7	23.5	39.1	22.6	23.1	31.5	19.4	19.4
LnGrp LOS	B		C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		409			249			296			424	
Approach Delay, s/veh		21.7			24.8			25.4			23.1	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	13.2		20.1	7.0	16.4		11.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	18.0		23.0	6.0	23.0		18.0				
Max Q Clear Time (g_c+I1), s	5.9	5.8		13.2	3.4	5.9		5.8				
Green Ext Time (p_c), s	0.1	2.4		1.8	0.0	2.7		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			23.5									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo

Year 2035 + Project AM

3/24/2016















								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	482	620	360	200	130	123		
Future Volume (veh/h)	482	620	360	200	130	123		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	524	674	391	217	141	134		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	870	2730	482	264	199	178		
Arrive On Green	0.49	0.77	0.22	0.22	0.11	0.11		
Sat Flow, veh/h	1774	3632	2300	1209	1774	1583		
Grp Volume(v), veh/h	524	674	312	296	141	134		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1646	1774	1583		
Q Serve(g_s), s	18.7	4.7	14.7	15.0	6.7	7.2		
Cycle Q Clear(g_c), s	18.7	4.7	14.7	15.0	6.7	7.2		
Prop In Lane	1.00			0.73	1.00	1.00		
Lane Grp Cap(c), veh/h	870	2730	387	360	199	178		
V/C Ratio(X)	0.60	0.25	0.81	0.82	0.71	0.75		
Avail Cap(c_a), veh/h	870	2730	498	463	447	399		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.2	2.8	32.5	32.7	37.6	37.8		
Incr Delay (d2), s/veh	1.2	0.2	7.5	9.0	4.6	6.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	9.5	2.3	8.0	7.7	3.5	6.5		
LnGrp Delay(d),s/veh	17.3	3.0	40.1	41.6	42.1	44.1		
LnGrp LOS	B	A	D	D	D	D		
Approach Vol, veh/h		1198	608		275			
Approach Delay, s/veh		9.3	40.8		43.1			
Approach LOS		A	D		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		73.2		14.6	48.5	24.7		
Change Period (Y+Rc), s		5.5		* 4.7	5.5	* 5.5		
Max Green Setting (Gmax), s		67.7		* 22	38.6	* 25		
Max Q Clear Time (g_c+I1), s		6.7		9.2	20.7	17.0		
Green Ext Time (p_c), s		7.2		0.7	5.8	2.2		
Intersection Summary								
HCM 2010 Ctrl Delay			23.0					
HCM 2010 LOS			C					
Notes								

HCM 2010 Signalized Intersection Summary

10: Bernardo Center Dr & West Bernardo Dr

Year 2035 + Project AM




















3/24/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	716	580	5	610	826	97	246	
Future Volume (veh/h)	716	580	5	610	826	97	246	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	778	630		663	898	105	267	
Adj No. of Lanes	2	2		2	2	1	1	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	910	2480		1325	1464	285	673	
Arrive On Green	0.26	0.70		0.37	0.37	0.16	0.16	
Sat Flow, veh/h	3442	3632		3632	2714	1774	1583	
Grp Volume(v), veh/h	778	630		663	898	105	267	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1357	1774	1583	
Q Serve(g_s), s	15.3	4.6		10.3	16.4	3.8	8.3	
Cycle Q Clear(g_c), s	15.3	4.6		10.3	16.4	3.8	8.3	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	910	2480		1325	1464	285	673	
V/C Ratio(X)	0.86	0.25		0.50	0.61	0.37	0.40	
Avail Cap(c_a), veh/h	1091	2480		1494	1593	821	1151	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	24.9	3.9		17.2	11.5	26.7	14.2	
Incr Delay (d2), s/veh	5.9	0.1		0.3	0.6	0.8	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	8.0	2.2		5.0	6.1	1.9	3.7	
LnGrp Delay(d),s/veh	30.8	3.9		17.5	12.1	27.5	14.6	
LnGrp LOS	C	A		B	B	C	B	
Approach Vol, veh/h		1408		1561		372		
Approach Delay, s/veh		18.8		14.4		18.2		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	23.3	32.2				55.5		15.9
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	22.6	30.1				* 49		33.0
Max Q Clear Time (g_c+I1), s	17.3	18.4				6.6		10.3
Green Ext Time (p_c), s	1.5	8.3				19.1		1.1
Intersection Summary								
HCM 2010 Ctrl Delay			16.7					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

1: Camino San Bernardo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1000	230	402	827	10	120	10	388	70	20	30
Future Volume (veh/h)	10	1000	230	402	827	10	120	10	388	70	20	30
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	10	1042	240	419	861	10	125	10	404	73	21	31
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	1090	250	460	1805	21	434	571	511	125	39	33
Arrive On Green	0.01	0.38	0.38	0.13	0.50	0.50	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1774	2851	654	3442	3583	42	1347	1770	1582	192	121	103
Grp Volume(v), veh/h	10	645	637	419	425	446	125	10	404	125	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1736	1721	1770	1855	1347	1770	1582	416	0	0
Q Serve(g_s), s	0.5	31.8	32.2	10.8	14.1	14.1	0.0	0.3	20.9	7.3	0.0	0.0
Cycle Q Clear(g_c), s	0.5	31.8	32.2	10.8	14.1	14.1	7.9	0.3	20.9	28.2	0.0	0.0
Prop In Lane	1.00		0.38	1.00		0.02	1.00		1.00	0.58		0.25
Lane Grp Cap(c), veh/h	22	677	664	460	891	934	434	571	511	198	0	0
V/C Ratio(X)	0.46	0.95	0.96	0.91	0.48	0.48	0.29	0.02	0.79	0.63	0.00	0.00
Avail Cap(c_a), veh/h	99	679	666	460	891	934	434	571	511	198	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.1	27.0	27.1	38.4	14.6	14.6	23.3	20.7	27.7	35.1	0.0	0.0
Incr Delay (d2), s/veh	14.3	23.6	25.2	22.3	0.4	0.4	0.4	0.0	8.3	6.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	19.8	20.0	6.5	6.9	7.3	2.4	0.2	10.3	3.4	0.0	0.0
LnGrp Delay(d),s/veh	58.4	50.5	52.3	60.7	15.0	15.0	23.6	20.7	35.9	41.5	0.0	0.0
LnGrp LOS	E	D	D	E	B	B	C	C	D	D		
Approach Vol, veh/h		1292			1290			539			125	
Approach Delay, s/veh		51.5			29.8			32.8			41.5	
Approach LOS		D			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	39.9		34.0	5.1	50.8		34.0				
Change Period (Y+Rc), s	4.0	5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s	12.0	34.5		29.0	5.0	41.5		29.0				
Max Q Clear Time (g_c+I1), s	12.8	34.2		30.2	2.5	16.1		22.9				
Green Ext Time (p_c), s	0.0	0.2		0.0	0.0	15.0		2.0				
Intersection Summary												
HCM 2010 Ctrl Delay				39.4								
HCM 2010 LOS				D								

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd




















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1488	60	49	1069	10	350	10	449	10	10	10
Future Volume (veh/h)	20	1488	60	49	1069	10	350	10	449	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	22	1617	65	53	1162	11	380	11	488	11	11	11
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	1770	71	68	1912	18	262	6	540	33	32	16
Arrive On Green	0.02	0.51	0.51	0.04	0.53	0.53	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1774	3469	139	1774	3592	34	617	18	1559	0	92	46
Grp Volume(v), veh/h	22	822	860	53	572	601	391	0	488	33	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1838	1774	1770	1857	635	0	1559	138	0	0
Q Serve(g_s), s	1.8	62.7	63.5	4.4	33.0	33.0	0.0	0.0	43.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	62.7	63.5	4.4	33.0	33.0	51.1	0.0	43.9	51.1	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.02	0.97		1.00	0.33		0.33
Lane Grp Cap(c), veh/h	29	903	938	68	942	988	268	0	540	80	0	0
V/C Ratio(X)	0.77	0.91	0.92	0.78	0.61	0.61	1.46	0.00	0.90	0.41	0.00	0.00
Avail Cap(c_a), veh/h	75	925	961	79	942	988	268	0	540	80	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.3	33.0	33.2	70.3	23.8	23.8	52.8	0.0	45.8	39.6	0.0	0.0
Incr Delay (d2), s/veh	34.2	12.7	13.1	33.7	1.1	1.1	225.8	0.0	18.5	3.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	33.8	35.4	2.8	16.4	17.1	27.7	0.0	21.7	1.0	0.0	0.0
LnGrp Delay(d),s/veh	106.5	45.8	46.4	104.0	25.0	24.9	278.6	0.0	64.3	43.0	0.0	0.0
LnGrp LOS	F	D	D	F	C	C	F		E	D		
Approach Vol, veh/h		1704			1226			879			33	
Approach Delay, s/veh		46.9			28.4			159.6			43.0	
Approach LOS		D			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	81.1		56.3	6.8	84.4		56.3				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	6.6	77.1		* 51	6.2	* 78		50.8				
Max Q Clear Time (g_c+I1), s	6.4	65.5		53.1	3.8	35.0		53.1				
Green Ext Time (p_c), s	0.0	9.7		0.0	0.0	29.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				66.7								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd
























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1600	87	268	990	60	58	5	180	50	7	120
Future Volume (veh/h)	110	1600	87	268	990	60	58	5	180	50	7	120
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	120	1739	95	291	1076	65	63	5	196	54	8	130
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	1601	87	249	1778	107	251	9	344	94	35	166
Arrive On Green	0.09	0.47	0.47	0.14	0.52	0.52	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1774	3414	185	1774	3391	205	1246	40	1550	200	157	748
Grp Volume(v), veh/h	120	895	939	291	561	580	63	0	201	192	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1830	1774	1770	1827	1246	0	1589	1105	0	0
Q Serve(g_s), s	6.1	43.4	43.4	13.0	20.5	20.5	0.0	0.0	10.4	6.2	0.0	0.0
Cycle Q Clear(g_c), s	6.1	43.4	43.4	13.0	20.5	20.5	7.5	0.0	10.4	16.6	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.11	1.00		0.98	0.28		0.68
Lane Grp Cap(c), veh/h	151	830	858	249	928	958	251	0	353	295	0	0
V/C Ratio(X)	0.80	1.08	1.09	1.17	0.61	0.61	0.25	0.00	0.57	0.65	0.00	0.00
Avail Cap(c_a), veh/h	249	830	858	249	928	958	360	0	491	411	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.6	24.6	24.6	39.8	15.3	15.3	30.9	0.0	32.1	34.4	0.0	0.0
Incr Delay (d2), s/veh	9.1	54.8	59.7	110.1	1.1	1.1	0.5	0.0	1.4	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	33.6	35.9	13.9	10.3	10.6	1.4	0.0	4.7	4.9	0.0	0.0
LnGrp Delay(d),s/veh	50.7	79.4	84.2	149.9	16.5	16.4	31.4	0.0	33.5	36.8	0.0	0.0
LnGrp LOS	D	F	F	F	B	B	C		C	D		
Approach Vol, veh/h		1954			1432			264			192	
Approach Delay, s/veh		80.0			43.6			33.0			36.8	
Approach LOS		E			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	50.4		25.2	11.9	55.5		25.2				
Change Period (Y+Rc), s	4.0	7.0		4.6	4.0	* 7		* 4.6				
Max Green Setting (Gmax), s	13.0	43.4		28.0	13.0	* 44		* 29				
Max Q Clear Time (g_c+I1), s	15.0	45.4		18.6	8.1	22.5		12.4				
Green Ext Time (p_c), s	0.0	0.0		2.0	0.1	18.5		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay				61.0								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd



















3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1741	62	200	1229	510	198	360	700	350	90	81
Future Volume (veh/h)	167	1741	62	200	1229	510	198	360	700	350	90	81
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	170	1777	63	204	1254	520	202	367	714	357	92	83
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1759	62	358	1395	623	269	943	585	431	580	475
Arrive On Green	0.06	0.35	0.35	0.10	0.39	0.39	0.08	0.27	0.27	0.13	0.31	0.31
Sat Flow, veh/h	3442	5043	179	3442	3539	1580	3442	3539	1578	3442	1850	1515
Grp Volume(v), veh/h	170	1194	646	204	1254	520	202	367	714	357	88	87
Grp Sat Flow(s),veh/h/ln	1721	1695	1831	1721	1770	1580	1721	1770	1578	1721	1770	1595
Q Serve(g_s), s	6.3	45.1	45.1	7.3	43.0	25.5	7.4	11.0	28.7	13.1	4.6	5.1
Cycle Q Clear(g_c), s	6.3	45.1	45.1	7.3	43.0	25.5	7.4	11.0	28.7	13.1	4.6	5.1
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		0.95
Lane Grp Cap(c), veh/h	208	1182	639	358	1395	623	269	943	585	431	555	500
V/C Ratio(X)	0.82	1.01	1.01	0.57	0.90	0.84	0.75	0.39	1.22	0.83	0.16	0.17
Avail Cap(c_a), veh/h	208	1182	639	415	1453	649	908	1070	642	801	555	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	42.1	42.1	55.2	36.8	15.6	58.4	38.8	25.7	55.2	32.0	32.2
Incr Delay (d2), s/veh	22.1	28.6	38.4	1.4	7.7	9.0	4.2	0.3	113.9	4.1	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	25.7	29.5	3.6	22.4	12.7	3.7	5.4	33.6	6.5	2.3	2.3
LnGrp Delay(d),s/veh	82.1	70.8	80.5	56.6	44.5	24.6	62.6	39.1	139.5	59.3	32.2	32.4
LnGrp LOS	F	F	F	E	D	C	E	D	F	E	C	C
Approach Vol, veh/h	2010			1978				1283			532	
Approach Delay, s/veh	74.9			40.5				98.7			50.4	
Approach LOS	E			D				F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	51.0	14.5	46.0	12.2	56.7	20.6	39.8				
Change Period (Y+Rc), s	4.4	5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	15.6	45.1	34.1	35.1	7.8	53.1	30.1	39.1				
Max Q Clear Time (g_c+I1), s	9.3	47.1	9.4	7.1	8.3	45.0	15.1	30.7				
Green Ext Time (p_c), s	0.7	0.0	0.7	7.5	0.0	6.0	1.1	3.7				
Intersection Summary												
HCM 2010 Ctrl Delay	66.2											
HCM 2010 LOS	E											

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd


3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1765	1016	0	1368	600	0	0	0	460	0	551
Future Volume (veh/h)	0	1765	1016	0	1368	600	0	0	0	460	0	551
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	2340	724	0	1425	0				479	0	574
Adj No. of Lanes	0	3	1	0	3	1				2	0	2
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96				0.96	0.92	0.96
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	3647	1033	0	3647	1033				765	0	620
Arrive On Green	0.00	0.65	0.65	0.00	1.00	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	5588	1583	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	2340	724	0	1425	0				479	0	574
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	25.0	29.3	0.0	0.0	0.0				12.6	0.0	20.2
Cycle Q Clear(g_c), s	0.0	25.0	29.3	0.0	0.0	0.0				12.6	0.0	20.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3647	1033	0	3647	1033				765	0	620
V/C Ratio(X)	0.00	0.64	0.70	0.00	0.39	0.00				0.63	0.00	0.93
Avail Cap(c_a), veh/h	0	3647	1033	0	3647	1033				767	0	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.00	0.77	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.4	11.1	0.0	0.0	0.0				35.1	0.0	38.1
Incr Delay (d2), s/veh	0.0	0.1	0.4	0.0	0.2	0.0				1.6	0.0	20.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.8	12.8	0.0	0.1	0.0				6.2	0.0	9.5
LnGrp Delay(d),s/veh	0.0	10.5	11.5	0.0	0.2	0.0				36.7	0.0	58.1
LnGrp LOS		B	B		A					D		E
Approach Vol, veh/h		3064			1425						1053	
Approach Delay, s/veh		10.7			0.2						48.4	
Approach LOS		B			A						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		71.7		28.3		71.7						
Change Period (Y+Rc), s		6.4		6.1		6.4						
Max Green Setting (Gmax), s		65.2		22.3		65.2						
Max Q Clear Time (g_c+I1), s		31.3		22.2		2.0						
Green Ext Time (p_c), s		32.7		0.1		59.2						
Intersection Summary												
HCM 2010 Ctrl Delay			15.2									
HCM 2010 LOS			B									
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑	↑↑		↑↑			
Traffic Volume (veh/h)	0	1014	1231	0	1206	510	822	0	490	0	0	0
Future Volume (veh/h)	0	1014	1231	0	1206	510	822	0	490	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1079	0	0	1283	543	874	0	521			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3231	915	0	2940	915	1022	0	827			
Arrive On Green	0.00	0.97	0.00	0.00	0.58	0.58	0.30	0.00	0.30			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	1079	0	0	1283	543	874	0	521			
Grp Sat Flow(s), veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	1.0	0.0	0.0	14.2	22.0	23.9	0.0	16.2			
Cycle Q Clear(g_c), s	0.0	1.0	0.0	0.0	14.2	22.0	23.9	0.0	16.2			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3231	915	0	2940	915	1022	0	827			
V/C Ratio(X)	0.00	0.33	0.00	0.00	0.44	0.59	0.86	0.00	0.63			
Avail Cap(c_a), veh/h	0	3231	915	0	2940	915	1167	0	945			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.64	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.7	0.0	0.0	11.9	13.5	33.1	0.0	30.4			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.5	2.8	5.8	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	6.8	10.2	12.2	0.0	6.3			
LnGrp Delay(d),s/veh	0.0	0.9	0.0	0.0	12.4	16.4	38.9	0.0	31.5			
LnGrp LOS		A			B	B	D		C			
Approach Vol, veh/h		1079			1826			1395				
Approach Delay, s/veh		0.9			13.6			36.2				
Approach LOS		A			B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		64.2				64.2		35.8				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		53.6				53.6		33.9				
Max Q Clear Time (g_c+I1), s		3.0				24.0		25.9				
Green Ext Time (p_c), s		33.5				22.8		3.8				
Intersection Summary												
HCM 2010 Ctrl Delay				17.7								
HCM 2010 LOS				B								
Notes												

HCM 2010 Signalized Intersection Summary

7: Bernardo Center Dr & Rancho Bernardo Rd























3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	744	375	150	782	170	467	520	280	200	310	127
Future Volume (veh/h)	285	744	375	150	782	170	467	520	280	200	310	127
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	300	787	393	158	823	179	492	547	295	211	326	134
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	1312	551	218	906	197	550	695	374	277	827	523
Arrive On Green	0.10	0.35	0.35	0.06	0.31	0.31	0.16	0.31	0.31	0.08	0.23	0.23
Sat Flow, veh/h	3548	3725	1563	3442	2884	627	3442	2221	1196	3442	3539	1550
Grp Volume(v), veh/h	300	787	393	158	505	497	492	436	406	211	326	134
Grp Sat Flow(s),veh/h/ln	1774	1863	1563	1721	1770	1742	1721	1770	1648	1721	1770	1550
Q Serve(g_s), s	9.1	19.0	23.8	4.9	30.0	30.0	15.3	24.6	24.6	6.6	8.5	6.9
Cycle Q Clear(g_c), s	9.1	19.0	23.8	4.9	30.0	30.0	15.3	24.6	24.6	6.6	8.5	6.9
Prop In Lane	1.00		1.00	1.00		0.36	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	360	1312	551	218	556	547	550	553	515	277	827	523
V/C Ratio(X)	0.83	0.60	0.71	0.72	0.91	0.91	0.89	0.79	0.79	0.76	0.39	0.26
Avail Cap(c_a), veh/h	370	1312	551	258	576	567	566	736	685	412	1294	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	29.1	30.7	50.3	36.0	36.0	45.1	34.3	34.3	49.3	35.4	26.5
Incr Delay (d2), s/veh	14.6	0.8	4.3	8.0	18.1	18.3	16.4	4.1	4.5	4.6	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	9.9	10.9	2.6	17.4	17.1	8.6	12.6	11.8	3.3	4.2	3.0
LnGrp Delay(d),s/veh	62.9	29.9	35.0	58.3	54.1	54.3	61.5	38.4	38.8	53.9	35.7	26.7
LnGrp LOS	E	C	C	E	D	D	E	D	D	D	D	C
Approach Vol, veh/h	1480				1160				1334			
Approach Delay, s/veh	37.9				54.8				47.0			
Approach LOS	D				D				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	44.7	21.9	31.5	15.5	40.6	13.2	40.1				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	8.2	37.9	18.0	40.0	11.4	* 36	13.1	* 46				
Max Q Clear Time (g_c+I1), s	6.9	25.8	17.3	10.5	11.1	32.0	8.6	26.6				
Green Ext Time (p_c), s	0.1	9.0	0.1	9.0	0.0	2.4	0.3	7.6				
Intersection Summary												
HCM 2010 Ctrl Delay	45.0											
HCM 2010 LOS	D											
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd












3/24/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	140	144	90	90	80	72	170	110	130	230	20
Future Volume (veh/h)	30	140	144	90	90	80	72	170	110	130	230	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	152	157	98	98	87	78	185	120	141	250	22
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	418	196	203	186	195	166	99	365	225	183	726	63
Arrive On Green	0.24	0.24	0.24	0.10	0.10	0.10	0.06	0.17	0.17	0.10	0.22	0.22
Sat Flow, veh/h	1774	833	861	1774	1863	1583	1774	2105	1299	1774	3287	287
Grp Volume(v), veh/h	33	0	309	98	98	87	78	154	151	141	134	138
Grp Sat Flow(s),veh/h/ln	1774	0	1694	1774	1863	1583	1774	1770	1634	1774	1770	1805
Q Serve(g_s), s	0.8	0.0	8.9	2.7	2.6	2.7	2.3	4.1	4.4	4.0	3.3	3.4
Cycle Q Clear(g_c), s	0.8	0.0	8.9	2.7	2.6	2.7	2.3	4.1	4.4	4.0	3.3	3.4
Prop In Lane	1.00		0.51	1.00		1.00	1.00		0.79	1.00		0.16
Lane Grp Cap(c), veh/h	418	0	399	186	195	166	99	307	284	183	391	399
V/C Ratio(X)	0.08	0.00	0.77	0.53	0.50	0.53	0.78	0.50	0.53	0.77	0.34	0.35
Avail Cap(c_a), veh/h	679	0	649	611	642	546	306	678	626	408	779	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	18.7	22.2	22.1	22.2	24.3	19.5	19.7	22.8	17.1	17.2
Incr Delay (d2), s/veh	0.1	0.0	3.2	2.3	2.0	2.6	12.6	1.3	1.5	6.6	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.5	1.5	1.4	1.3	1.5	2.1	2.1	2.3	1.7	1.7
LnGrp Delay(d),s/veh	15.6	0.0	21.9	24.5	24.1	24.7	36.9	20.8	21.2	29.4	17.7	17.7
LnGrp LOS	B		C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		342			283			383			413	
Approach Delay, s/veh		21.3			24.4			24.2			21.7	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	14.1		17.3	7.9	16.5		10.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	12.0	20.0		20.0	9.0	23.0		18.0				
Max Q Clear Time (g_c+I1), s	6.0	6.4		10.9	4.3	5.4		4.7				
Green Ext Time (p_c), s	0.2	2.7		1.4	0.1	3.0		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				22.8								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo















3/24/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	89	540	580	50	200	429		
Future Volume (veh/h)	89	540	580	50	200	429		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	97	587	630	54	217	466		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	124	1986	1459	125	578	515		
Arrive On Green	0.07	0.56	0.44	0.44	0.33	0.33		
Sat Flow, veh/h	1774	3632	3393	282	1774	1583		
Grp Volume(v), veh/h	97	587	337	347	217	466		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1813	1774	1583		
Q Serve(g_s), s	4.8	7.9	11.8	11.9	8.5	25.3		
Cycle Q Clear(g_c), s	4.8	7.9	11.8	11.9	8.5	25.3		
Prop In Lane	1.00			0.16	1.00	1.00		
Lane Grp Cap(c), veh/h	124	1986	782	802	578	515		
V/C Ratio(X)	0.78	0.30	0.43	0.43	0.38	0.90		
Avail Cap(c_a), veh/h	229	1986	782	802	775	691		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	41.2	10.4	17.3	17.3	23.3	29.0		
Incr Delay (d2), s/veh	10.1	0.4	1.7	1.7	0.4	12.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.7	3.9	6.1	6.3	4.2	21.2		
LnGrp Delay(d),s/veh	51.3	10.8	19.0	19.0	23.7	41.5		
LnGrp LOS	D	B	B	B	C	D		
Approach Vol, veh/h		684	684		683			
Approach Delay, s/veh		16.5	19.0		35.8			
Approach LOS		B	B		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		56.0		34.0	10.7	45.3		
Change Period (Y+Rc), s		5.5		* 4.7	4.4	5.5		
Max Green Setting (Gmax), s		50.5		* 39	11.6	34.5		
Max Q Clear Time (g_c+I1), s		9.9		27.3	6.8	13.9		
Green Ext Time (p_c), s		9.8		2.0	0.1	8.0		
Intersection Summary								
HCM 2010 Ctrl Delay			23.8					
HCM 2010 LOS			C					
Notes								

HCM 2010 Signalized Intersection Summary

10: Bernardo Center Dr & West Bernardo Dr

3/24/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	504	500	5	480	485	430	579	
Future Volume (veh/h)	504	500	5	480	485	430	579	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	536	532		511	516	457	616	
Adj No. of Lanes	2	2		2	2	1	1	
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	657	1837		958	1734	625	860	
Arrive On Green	0.19	0.52		0.27	0.27	0.35	0.35	
Sat Flow, veh/h	3442	3632		3632	2782	1774	1583	
Grp Volume(v), veh/h	536	532		511	516	457	616	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1391	1774	1583	
Q Serve(g_s), s	11.5	6.5		9.5	6.6	17.3	22.3	
Cycle Q Clear(g_c), s	11.5	6.5		9.5	6.6	17.3	22.3	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	657	1837		958	1734	625	860	
V/C Ratio(X)	0.82	0.29		0.53	0.30	0.73	0.72	
Avail Cap(c_a), veh/h	923	2289		1497	2158	753	974	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	29.8	10.5		23.9	6.7	21.7	13.1	
Incr Delay (d2), s/veh	4.0	0.1		0.5	0.1	2.9	2.2	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.8	3.2		4.7	2.5	8.9	10.1	
LnGrp Delay(d),s/veh	33.7	10.6		24.3	6.8	24.7	15.3	
LnGrp LOS	C	B		C	A	C	B	
Approach Vol, veh/h		1068		1027		1073		
Approach Delay, s/veh		22.2		15.5		19.3		
Approach LOS		C		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	19.1	26.3				45.4		31.5
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	20.6	32.5				* 50		32.6
Max Q Clear Time (g_c+I1), s	13.5	11.5				8.5		24.3
Green Ext Time (p_c), s	1.2	9.2				11.6		2.7
Intersection Summary								
HCM 2010 Ctrl Delay			19.0					
HCM 2010 LOS			B					
Notes								




















APPENDIX J

ENTITLED OFFICE DEVELOPMENT TRAFFIC VOLUMES AND PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

HCM 2010 Signalized Intersection Summary

1: Camino San Bernardo & Rancho Bernardo Rd




















3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	956	171	404	727	1	37	0	200	4	0	0
Future Volume (veh/h)	0	956	171	404	727	1	37	0	200	4	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	0	1039	186	439	790	1	40	0	217	4	0	0
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	1268	226	548	2358	3	418	327	288	169	0	0
Arrive On Green	0.00	0.42	0.42	0.16	0.65	0.65	0.18	0.00	0.18	0.18	0.00	0.00
Sat Flow, veh/h	1774	2993	535	3442	3627	5	1412	1770	1558	331	0	0
Grp Volume(v), veh/h	0	613	612	439	385	406	40	0	217	4	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1758	1721	1770	1862	1412	1770	1558	331	0	0
Q Serve(g_s), s	0.0	20.4	20.5	8.2	6.5	6.5	0.0	0.0	8.8	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	20.4	20.5	8.2	6.5	6.5	1.3	0.0	8.8	9.0	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	3	749	745	548	1151	1211	418	327	288	169	0	0
V/C Ratio(X)	0.00	0.82	0.82	0.80	0.33	0.33	0.10	0.00	0.75	0.02	0.00	0.00
Avail Cap(c_a), veh/h	133	871	866	656	1151	1211	772	770	678	459	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	16.9	17.0	27.0	5.2	5.2	22.7	0.0	25.7	30.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.4	5.6	6.0	0.2	0.2	0.1	0.0	4.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.0	11.0	4.4	3.2	3.3	0.6	0.0	4.1	0.1	0.0	0.0
LnGrp Delay(d),s/veh	0.0	22.4	22.6	33.0	5.4	5.4	22.8	0.0	29.7	30.1	0.0	0.0
LnGrp LOS		C	C	C	A	A	C		C	C		
Approach Vol, veh/h		1225			1230			257			4	
Approach Delay, s/veh		22.5			15.2			28.7			30.1	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.1	34.2		17.3	0.0	49.3		17.3				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	12.7	32.8		29.0	5.0	40.5		29.0				
Max Q Clear Time (g_c+I1), s	10.2	22.5		11.0	0.0	8.5		10.8				
Green Ext Time (p_c), s	0.4	5.7		1.2	0.0	15.6		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay				19.8								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd




















3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	971	302	600	1246	0	59	0	53	1	0	0
Future Volume (veh/h)	4	971	302	600	1246	0	59	0	53	1	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	4	1091	339	674	1400	0	66	0	60	1	0	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	1116	342	631	2733	0	178	0	100	111	0	0
Arrive On Green	0.00	0.42	0.42	0.36	0.77	0.00	0.06	0.00	0.06	0.06	0.00	0.00
Sat Flow, veh/h	1774	2653	814	1774	3632	0	1615	0	1559	582	0	0
Grp Volume(v), veh/h	4	723	707	674	1400	0	66	0	60	1	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1697	1774	1770	0	1615	0	1559	582	0	0
Q Serve(g_s), s	0.2	38.9	40.3	34.6	14.5	0.0	0.0	0.0	3.6	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.2	38.9	40.3	34.6	14.5	0.0	3.5	0.0	3.6	3.6	0.0	0.0
Prop In Lane	1.00		0.48	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	7	744	714	631	2733	0	178	0	100	111	0	0
V/C Ratio(X)	0.54	0.97	0.99	1.07	0.51	0.00	0.37	0.00	0.60	0.01	0.00	0.00
Avail Cap(c_a), veh/h	73	744	714	631	2733	0	507	0	465	428	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	48.3	27.6	28.0	31.3	4.2	0.0	44.2	0.0	44.3	46.0	0.0	0.0
Incr Delay (d2), s/veh	48.6	26.0	31.3	55.3	0.2	0.0	1.3	0.0	5.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	24.2	24.9	26.5	7.1	0.0	1.8	0.0	1.7	0.0	0.0	0.0
LnGrp Delay(d),s/veh	96.9	53.6	59.3	86.6	4.3	0.0	45.5	0.0	49.9	46.0	0.0	0.0
LnGrp LOS	F	D	E	F	A		D		D	D		
Approach Vol, veh/h		1434			2074			126			1	
Approach Delay, s/veh		56.5			31.1			47.6			46.0	
Approach LOS		E			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	39.0	46.8		11.4	4.8	81.0		11.4				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	34.6	40.9		* 29	4.0	* 72		29.0				
Max Q Clear Time (g_c+I1), s	36.6	42.3		5.6	2.2	16.5		5.6				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	36.3		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				41.7								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd
























3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	784	107	329	1602	17	12	1	37	84	9	141
Future Volume (veh/h)	33	784	107	329	1602	17	12	1	37	84	9	141
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	38	901	123	378	1841	20	14	1	43	97	10	162
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	48	1300	177	414	2229	24	234	7	319	144	23	184
Arrive On Green	0.03	0.42	0.42	0.23	0.62	0.62	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1774	3130	427	1774	3587	39	1208	36	1553	478	113	895
Grp Volume(v), veh/h	38	509	515	378	907	954	14	0	44	269	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1787	1774	1770	1856	1208	0	1589	1485	0	0
Q Serve(g_s), s	2.3	25.3	25.3	22.2	42.6	42.9	0.0	0.0	2.4	16.4	0.0	0.0
Cycle Q Clear(g_c), s	2.3	25.3	25.3	22.2	42.6	42.9	1.6	0.0	2.4	18.8	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.02	1.00		0.98	0.36		0.60
Lane Grp Cap(c), veh/h	48	735	742	414	1100	1154	234	0	327	351	0	0
V/C Ratio(X)	0.79	0.69	0.69	0.91	0.82	0.83	0.06	0.00	0.13	0.77	0.00	0.00
Avail Cap(c_a), veh/h	66	735	742	547	1206	1265	313	0	430	440	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.8	25.7	25.7	40.0	15.7	15.8	34.4	0.0	34.7	41.3	0.0	0.0
Incr Delay (d2), s/veh	34.5	2.8	2.8	16.6	4.4	4.3	0.1	0.0	0.2	6.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	12.9	13.0	12.8	22.0	23.1	0.3	0.0	1.1	8.3	0.0	0.0
LnGrp Delay(d),s/veh	86.3	28.5	28.5	56.6	20.2	20.1	34.5	0.0	34.9	47.4	0.0	0.0
LnGrp LOS	F	C	C	E	C	C	C		C	D		
Approach Vol, veh/h		1062			2239			58			269	
Approach Delay, s/veh		30.6			26.3			34.8			47.4	
Approach LOS		C			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.0	51.5		26.6	6.9	73.6		26.6				
Change Period (Y+Rc), s	4.0	7.0		4.6	4.0	* 7		* 4.6				
Max Green Setting (Gmax), s	33.0	43.0		28.4	4.0	* 73		* 29				
Max Q Clear Time (g_c+I1), s	24.2	27.3		20.8	4.3	44.9		4.4				
Green Ext Time (p_c), s	0.8	13.6		1.2	0.0	21.7		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay				29.3								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd



















3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	668	79	566	1777	271	132	86	124	643	312	177
Future Volume (veh/h)	44	668	79	566	1777	271	132	86	124	643	312	177
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	45	689	81	584	1832	279	136	89	128	663	322	182
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	954	111	881	1589	701	213	391	578	764	595	329
Arrive On Green	0.03	0.21	0.21	0.26	0.45	0.45	0.06	0.11	0.11	0.22	0.27	0.27
Sat Flow, veh/h	3442	4619	539	3442	3539	1562	3442	3539	1561	3442	2197	1214
Grp Volume(v), veh/h	45	504	266	584	1832	279	136	89	128	663	258	246
Grp Sat Flow(s),veh/h/ln	1721	1695	1768	1721	1770	1562	1721	1770	1561	1721	1770	1642
Q Serve(g_s), s	1.3	14.5	14.7	15.9	46.9	12.5	4.0	2.4	2.5	19.4	13.0	13.4
Cycle Q Clear(g_c), s	1.3	14.5	14.7	15.9	46.9	12.5	4.0	2.4	2.5	19.4	13.0	13.4
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	96	700	365	881	1589	701	213	391	578	764	479	444
V/C Ratio(X)	0.47	0.72	0.73	0.66	1.15	0.40	0.64	0.23	0.22	0.87	0.54	0.55
Avail Cap(c_a), veh/h	132	1139	594	881	1589	701	1124	1325	990	992	595	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	38.6	38.7	34.8	28.8	19.3	47.9	42.4	7.9	39.2	32.5	32.7
Incr Delay (d2), s/veh	3.5	1.4	2.8	1.9	76.5	0.4	3.2	0.3	0.2	6.7	0.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.9	7.4	7.8	39.6	5.5	2.0	1.2	1.4	9.9	6.5	6.2
LnGrp Delay(d),s/veh	53.5	40.0	41.5	36.7	105.2	19.7	51.0	42.7	8.1	45.8	33.5	33.8
LnGrp LOS	D	D	D	D	F	B	D	D	A	D	C	C
Approach Vol, veh/h		815			2695			353			1167	
Approach Delay, s/veh		41.3			81.5			33.3			40.6	
Approach LOS		D			F			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.4	27.5	10.9	33.7	7.3	52.6	27.6	17.0				
Change Period (Y+Rc), s	5.7	* 5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	15.6	* 35	34.1	35.1	4.0	46.9	30.1	39.1				
Max Q Clear Time (g_c+I1), s	17.9	16.7	6.0	15.4	3.3	48.9	21.4	4.5				
Green Ext Time (p_c), s	0.0	4.9	0.4	4.1	0.0	0.0	1.8	4.6				
Intersection Summary												
HCM 2010 Ctrl Delay				62.1								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd


3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	789	589	0	1428	505	0	0	0	659	0	1230
Future Volume (veh/h)	0	789	589	0	1428	505	0	0	0	659	0	1230
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	811	633	0	1503	0				694	0	1295
Adj No. of Lanes	0	2	2	0	3	1				2	0	2
Peak Hour Factor	0.92	0.95	0.95	0.92	0.95	0.95				0.95	0.92	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1546	1314	0	2320	657				1706	0	1381
Arrive On Green	0.00	0.42	0.42	0.00	0.55	0.00				0.50	0.00	0.50
Sat Flow, veh/h	0	3725	3167	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	811	633	0	1503	0				694	0	1295
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	22.8	20.5	0.0	26.3	0.0				17.8	0.0	61.3
Cycle Q Clear(g_c), s	0.0	22.8	20.5	0.0	26.3	0.0				17.8	0.0	61.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1546	1314	0	2320	657				1706	0	1381
V/C Ratio(X)	0.00	0.52	0.48	0.00	0.65	0.00				0.41	0.00	0.94
Avail Cap(c_a), veh/h	0	1546	1314	0	2320	657				1792	0	1451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.63	0.63	0.00	0.81	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	30.6	29.9	0.0	24.2	0.0				22.3	0.0	33.3
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.0	1.1	0.0				0.2	0.0	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.9	9.1	0.0	13.6	0.0				8.5	0.0	25.8
LnGrp Delay(d),s/veh	0.0	31.4	30.7	0.0	25.4	0.0				22.5	0.0	44.8
LnGrp LOS		C	C		C					C		D
Approach Vol, veh/h		1444			1503						1989	
Approach Delay, s/veh		31.1			25.4						37.0	
Approach LOS		C			C						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		64.5		75.5		64.5						
Change Period (Y+Rc), s		6.4		6.1		6.4						
Max Green Setting (Gmax), s		54.6		72.9		54.6						
Max Q Clear Time (g_c+I1), s		24.8		63.3		28.3						
Green Ext Time (p_c), s		23.3		6.1		21.1						
Intersection Summary												
HCM 2010 Ctrl Delay			31.7									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd























3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑	↑↑		↑↑			
Traffic Volume (veh/h)	0	843	606	0	1138	285	796	0	433	0	0	0
Future Volume (veh/h)	0	843	606	0	1138	285	796	0	433	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	897	0	0	1211	303	847	0	461			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3482	987	0	3169	987	990	0	801			
Arrive On Green	0.00	1.00	0.00	0.00	0.62	0.62	0.29	0.00	0.29			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	897	0	0	1211	303	847	0	461			
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	16.5	12.5	32.6	0.0	19.8			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	16.5	12.5	32.6	0.0	19.8			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3482	987	0	3169	987	990	0	801			
V/C Ratio(X)	0.00	0.26	0.00	0.00	0.38	0.31	0.86	0.00	0.58			
Avail Cap(c_a), veh/h	0	3482	987	0	3169	987	1423	0	1152			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.84	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	13.1	12.3	47.1	0.0	42.6			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	0.8	3.7	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	7.7	5.7	16.0	0.0	7.7			
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	13.4	13.1	50.8	0.0	43.2			
LnGrp LOS		A			B	B	D		D			
Approach Vol, veh/h		897			1514			1308				
Approach Delay, s/veh		0.2			13.3			48.2				
Approach LOS		A			B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		93.6				93.6		46.4				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		69.6				69.6		57.9				
Max Q Clear Time (g_c+I1), s		2.0				18.5		34.6				
Green Ext Time (p_c), s		30.3				26.9		5.7				
Intersection Summary												
HCM 2010 Ctrl Delay				22.4								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary

7: Bernardo Center Dr & Rancho Bernardo Rd






















3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	598	301	163	848	85	267	188	109	185	247	120
Future Volume (veh/h)	321	598	301	163	848	85	267	188	109	185	247	120
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	345	646	322	175	912	91	287	202	117	199	266	129
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	1558	662	255	1202	120	367	402	222	282	562	441
Arrive On Green	0.12	0.42	0.42	0.07	0.37	0.37	0.11	0.18	0.18	0.08	0.16	0.16
Sat Flow, veh/h	3548	3725	1583	3442	3246	324	3442	2193	1214	3442	3539	1560
Grp Volume(v), veh/h	345	646	322	175	497	506	287	161	158	199	266	129
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1770	1800	1721	1770	1637	1721	1770	1560
Q Serve(g_s), s	8.2	10.5	12.8	4.3	21.2	21.2	7.0	7.1	7.5	4.9	5.9	5.6
Cycle Q Clear(g_c), s	8.2	10.5	12.8	4.3	21.2	21.2	7.0	7.1	7.5	4.9	5.9	5.6
Prop In Lane	1.00		1.00	1.00		0.18	1.00		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	433	1558	662	255	655	666	367	324	300	282	562	441
V/C Ratio(X)	0.80	0.41	0.49	0.69	0.76	0.76	0.78	0.50	0.53	0.70	0.47	0.29
Avail Cap(c_a), veh/h	543	1607	683	443	739	751	431	803	742	491	1642	917
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	17.7	18.3	38.9	23.8	23.8	37.5	31.6	31.8	38.6	33.0	24.3
Incr Delay (d2), s/veh	6.5	0.2	0.6	3.3	4.1	4.0	7.8	1.2	1.4	3.2	0.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.4	5.7	2.2	11.1	11.3	3.7	3.6	3.5	2.4	2.9	2.4
LnGrp Delay(d),s/veh	43.3	17.8	18.9	42.2	27.8	27.8	45.4	32.8	33.3	41.8	33.6	24.7
LnGrp LOS	D	B	B	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	1313				1178				606			
Approach Delay, s/veh	24.8				29.9				38.9			
Approach LOS	C				C				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	42.3	13.6	19.6	14.9	38.1	11.5	21.7				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	11.1	37.2	10.8	40.0	13.2	* 36	12.3	* 39				
Max Q Clear Time (g_c+I1), s	6.3	14.8	9.0	7.9	10.2	23.2	6.9	9.5				
Green Ext Time (p_c), s	0.2	12.6	0.2	4.1	0.4	8.7	0.3	4.1				
Intersection Summary												
HCM 2010 Ctrl Delay	30.3											
HCM 2010 LOS	C											
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd












3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	170	153	102	51	40	31	100	74	97	218	10
Future Volume (veh/h)	20	170	153	102	51	40	31	100	74	97	218	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	185	166	111	55	43	34	109	80	105	237	11
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	464	235	211	189	198	169	54	278	189	136	634	29
Arrive On Green	0.26	0.26	0.26	0.11	0.11	0.11	0.03	0.14	0.14	0.08	0.18	0.18
Sat Flow, veh/h	1774	899	807	1774	1863	1583	1774	2018	1372	1774	3445	159
Grp Volume(v), veh/h	22	0	351	111	55	43	34	94	95	105	121	127
Grp Sat Flow(s),veh/h/ln	1774	0	1706	1774	1863	1583	1774	1770	1621	1774	1770	1835
Q Serve(g_s), s	0.4	0.0	9.2	2.9	1.3	1.2	0.9	2.3	2.6	2.8	2.9	2.9
Cycle Q Clear(g_c), s	0.4	0.0	9.2	2.9	1.3	1.2	0.9	2.3	2.6	2.8	2.9	2.9
Prop In Lane	1.00		0.47	1.00		1.00	1.00		0.85	1.00		0.09
Lane Grp Cap(c), veh/h	464	0	447	189	198	169	54	244	223	136	326	338
V/C Ratio(X)	0.05	0.00	0.79	0.59	0.28	0.25	0.63	0.39	0.42	0.77	0.37	0.38
Avail Cap(c_a), veh/h	703	0	676	777	816	694	185	739	676	370	923	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	16.4	20.4	19.7	19.7	23.0	18.8	18.9	21.7	17.1	17.1
Incr Delay (d2), s/veh	0.0	0.0	3.5	2.9	0.8	0.8	11.5	1.0	1.3	9.0	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	4.7	1.5	0.7	0.6	0.6	1.2	1.2	1.7	1.5	1.5
LnGrp Delay(d),s/veh	13.3	0.0	19.9	23.3	20.5	20.5	34.5	19.8	20.2	30.7	17.8	17.8
LnGrp LOS	B		B	C	C	C	C	B	C	C	B	B
Approach Vol, veh/h		373			209			223			353	
Approach Delay, s/veh		19.6			22.0			22.2			21.7	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	11.6		17.5	6.5	13.8		10.1				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	20.0		19.0	5.0	25.0		21.0				
Max Q Clear Time (g_c+I1), s	4.8	4.6		11.2	2.9	4.9		4.9				
Green Ext Time (p_c), s	0.1	2.1		1.4	0.0	2.3		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			21.1									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo















3/7/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	401	514	273	150	47	49		
Future Volume (veh/h)	401	514	273	150	47	49		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	472	605	321	176	55	58		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	938	2819	423	227	107	95		
Arrive On Green	0.53	0.80	0.19	0.19	0.06	0.06		
Sat Flow, veh/h	1774	3632	2318	1193	1774	1583		
Grp Volume(v), veh/h	472	605	254	243	55	58		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1648	1774	1583		
Q Serve(g_s), s	12.2	3.0	9.7	10.0	2.1	2.5		
Cycle Q Clear(g_c), s	12.2	3.0	9.7	10.0	2.1	2.5		
Prop In Lane	1.00			0.72	1.00	1.00		
Lane Grp Cap(c), veh/h	938	2819	337	314	107	95		
V/C Ratio(X)	0.50	0.21	0.75	0.78	0.51	0.61		
Avail Cap(c_a), veh/h	938	2819	460	428	576	514		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.8	1.8	27.2	27.4	32.4	32.6		
Incr Delay (d2), s/veh	0.4	0.2	4.7	6.0	3.8	6.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.0	1.5	5.2	5.0	1.2	2.4		
LnGrp Delay(d),s/veh	11.2	2.0	31.9	33.4	36.2	38.8		
LnGrp LOS	B	A	C	C	D	D		
Approach Vol, veh/h		1077	497		113			
Approach Delay, s/veh		6.0	32.6		37.5			
Approach LOS		A	C		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		62.2		9.0	43.2	19.0		
Change Period (Y+Rc), s		5.5		* 4.7	5.5	* 5.5		
Max Green Setting (Gmax), s		56.7		* 23	33.8	* 19		
Max Q Clear Time (g_c+I1), s		5.0		4.5	14.2	12.0		
Green Ext Time (p_c), s		6.2		0.3	5.3	1.5		
Intersection Summary								
HCM 2010 Ctrl Delay			16.0					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

10: Bernardo Center Dr & West Bernardo Dr




















3/7/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	623	450	0	484	704	58	189	
Future Volume (veh/h)	623	450	0	484	704	58	189	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	700	506		544	791	65	212	
Adj No. of Lanes	2	2		1	2	1	1	
Peak Hour Factor	0.89	0.89		0.89	0.89	0.89	0.89	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	856	2590		789	1522	237	605	
Arrive On Green	0.25	0.73		0.42	0.42	0.13	0.13	
Sat Flow, veh/h	3442	3632		1863	2716	1774	1583	
Grp Volume(v), veh/h	700	506		544	791	65	212	
Grp Sat Flow(s),veh/h/ln	1721	1770		1863	1358	1774	1583	
Q Serve(g_s), s	14.1	3.3		17.5	13.4	2.4	7.0	
Cycle Q Clear(g_c), s	14.1	3.3		17.5	13.4	2.4	7.0	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	856	2590		789	1522	237	605	
V/C Ratio(X)	0.82	0.20		0.69	0.52	0.27	0.35	
Avail Cap(c_a), veh/h	1337	3333		1116	2000	795	1104	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	26.1	3.1		17.3	10.2	28.7	16.2	
Incr Delay (d2), s/veh	2.3	0.0		1.1	0.3	0.6	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	7.0	1.6		9.2	5.0	1.2	3.1	
LnGrp Delay(d),s/veh	28.4	3.1		18.4	10.5	29.3	16.6	
LnGrp LOS	C	A		B	B	C	B	
Approach Vol, veh/h		1206		1335		277		
Approach Delay, s/veh		17.8		13.7		19.5		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	22.7	36.7				59.4		14.2
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	28.6	44.1				* 69		33.0
Max Q Clear Time (g_c+I1), s	16.1	19.5				5.3		9.0
Green Ext Time (p_c), s	2.2	11.7				15.4		0.8
Intersection Summary								
HCM 2010 Ctrl Delay			16.0					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

1: Camino San Bernardo & Rancho Bernardo Rd




















3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	952	208	365	793	0	109	0	318	3	0	0
Future Volume (veh/h)	1	952	208	365	793	0	109	0	318	3	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	1	992	217	380	826	0	114	0	331	3	0	0
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1219	266	465	1970	0	523	446	398	151	0	0
Arrive On Green	0.00	0.42	0.42	0.14	0.56	0.00	0.25	0.00	0.25	0.25	0.00	0.00
Sat Flow, veh/h	1774	2882	629	3442	3632	0	1412	1770	1581	223	0	0
Grp Volume(v), veh/h	1	608	601	380	826	0	114	0	331	3	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1741	1721	1770	0	1412	1770	1581	223	0	0
Q Serve(g_s), s	0.0	23.1	23.2	8.2	10.3	0.0	0.0	0.0	15.1	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	23.1	23.2	8.2	10.3	0.0	3.9	0.0	15.1	15.3	0.0	0.0
Prop In Lane	1.00		0.36	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	2	748	736	465	1970	0	523	446	398	151	0	0
V/C Ratio(X)	0.41	0.81	0.82	0.82	0.42	0.00	0.22	0.00	0.83	0.02	0.00	0.00
Avail Cap(c_a), veh/h	116	824	810	496	1970	0	704	673	601	285	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.1	19.4	19.4	32.1	9.8	0.0	22.8	0.0	27.0	34.2	0.0	0.0
Incr Delay (d2), s/veh	84.2	5.8	6.0	9.8	0.1	0.0	0.2	0.0	6.1	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	12.4	12.2	4.5	5.0	0.0	1.9	0.0	7.2	0.1	0.0	0.0
LnGrp Delay(d),s/veh	122.3	25.1	25.4	41.8	9.9	0.0	23.0	0.0	33.1	34.3	0.0	0.0
LnGrp LOS	F	C	C	D	A		C		C	C		
Approach Vol, veh/h		1210			1206			445			3	
Approach Delay, s/veh		25.3			20.0			30.5			34.3	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	37.8		24.2	4.1	48.0		24.2				
Change Period (Y+Rc), s	4.0	5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s	11.0	35.5		29.0	5.0	41.5		29.0				
Max Q Clear Time (g_c+I1), s	10.2	25.2		17.3	2.0	12.3		17.1				
Green Ext Time (p_c), s	0.1	7.1		1.8	0.0	15.8		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay				23.9								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd




















3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1341	49	52	995	1	276	0	349	1	0	0
Future Volume (veh/h)	6	1341	49	52	995	1	276	0	349	1	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	7	1474	54	57	1093	1	303	0	384	1	0	0
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	13	1688	62	73	1881	2	544	0	444	225	0	0
Arrive On Green	0.01	0.48	0.48	0.04	0.52	0.52	0.28	0.00	0.28	0.28	0.00	0.00
Sat Flow, veh/h	1774	3483	127	1774	3628	3	1600	0	1558	480	0	0
Grp Volume(v), veh/h	7	748	780	57	533	561	303	0	384	1	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1840	1774	1770	1862	1600	0	1558	480	0	0
Q Serve(g_s), s	0.3	30.8	31.0	2.6	17.0	17.0	0.0	0.0	19.1	0.1	0.0	0.0
Cycle Q Clear(g_c), s	0.3	30.8	31.0	2.6	17.0	17.0	12.0	0.0	19.1	12.1	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	13	858	892	73	917	965	544	0	444	225	0	0
V/C Ratio(X)	0.55	0.87	0.88	0.79	0.58	0.58	0.56	0.00	0.87	0.00	0.00	0.00
Avail Cap(c_a), veh/h	87	892	928	89	917	965	646	0	557	301	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	40.4	18.8	18.8	38.8	13.6	13.6	25.2	0.0	27.7	30.4	0.0	0.0
Incr Delay (d2), s/veh	32.0	9.2	9.1	30.3	0.9	0.9	0.9	0.0	11.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	17.1	17.9	1.9	8.4	8.8	6.0	0.0	9.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	72.4	27.9	28.0	69.1	14.5	14.4	26.1	0.0	39.0	30.4	0.0	0.0
LnGrp LOS	E	C	C	E	B	B	C		D	C		
Approach Vol, veh/h		1535			1151			687			1	
Approach Delay, s/veh		28.2			17.2			33.3			30.4	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	45.5		28.5	5.0	48.2		28.5				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	4.1	41.2		* 30	4.0	* 42		29.2				
Max Q Clear Time (g_c+I1), s	4.6	33.0		14.1	2.3	19.0		21.1				
Green Ext Time (p_c), s	0.0	6.6		3.0	0.0	16.9		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay				25.5								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd























3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	1477	25	79	862	48	102	9	315	41	2	105
Future Volume (veh/h)	109	1477	25	79	862	48	102	9	315	41	2	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	121	1641	28	88	958	53	113	10	350	46	2	117
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	1679	29	101	1510	84	285	13	453	85	29	151
Arrive On Green	0.09	0.47	0.47	0.06	0.44	0.44	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1774	3561	61	1774	3410	189	1268	44	1546	112	100	515
Grp Volume(v), veh/h	121	814	855	88	497	514	113	0	360	165	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1852	1774	1770	1829	1268	0	1590	726	0	0
Q Serve(g_s), s	5.9	39.4	39.7	4.3	19.1	19.1	0.0	0.0	18.1	4.1	0.0	0.0
Cycle Q Clear(g_c), s	5.9	39.4	39.7	4.3	19.1	19.1	14.4	0.0	18.1	22.2	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.10	1.00		0.97	0.28		0.71
Lane Grp Cap(c), veh/h	153	835	873	101	783	810	285	0	466	265	0	0
V/C Ratio(X)	0.79	0.98	0.98	0.87	0.63	0.63	0.40	0.00	0.77	0.62	0.00	0.00
Avail Cap(c_a), veh/h	243	835	873	101	783	810	328	0	521	303	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.3	22.6	22.7	41.0	18.9	18.9	27.0	0.0	28.3	28.2	0.0	0.0
Incr Delay (d2), s/veh	8.9	25.2	25.2	50.4	1.7	1.6	0.9	0.0	6.4	3.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	24.8	26.3	3.5	9.6	9.9	2.5	0.0	8.7	4.1	0.0	0.0
LnGrp Delay(d),s/veh	48.2	47.8	47.9	91.4	20.6	20.5	27.9	0.0	34.6	31.4	0.0	0.0
LnGrp LOS	D	D	D	F	C	C	C		C	C		
Approach Vol, veh/h		1790			1099			473			165	
Approach Delay, s/veh		47.9			26.2			33.0			31.4	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	48.3		30.3	11.5	45.8		30.3				
Change Period (Y+Rc), s	4.0	7.0		4.6	4.0	* 7		* 4.6				
Max Green Setting (Gmax), s	5.0	41.3		28.1	12.0	* 35		* 29				
Max Q Clear Time (g_c+I1), s	6.3	41.7		24.2	7.9	21.1		20.1				
Green Ext Time (p_c), s	0.0	0.0		1.5	0.1	11.9		2.7				
Intersection Summary												
HCM 2010 Ctrl Delay				38.4								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd



















3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	1689	52	176	927	477	143	322	629	327	66	68
Future Volume (veh/h)	167	1689	52	176	927	477	143	322	629	327	66	68
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	170	1723	53	180	946	487	146	329	642	334	67	69
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	1643	51	396	1367	610	214	921	593	414	563	504
Arrive On Green	0.07	0.32	0.32	0.12	0.39	0.39	0.06	0.26	0.26	0.12	0.32	0.32
Sat Flow, veh/h	3442	5069	156	3442	3539	1580	3442	3539	1578	3442	1770	1583
Grp Volume(v), veh/h	170	1152	624	180	946	487	146	329	642	334	67	69
Grp Sat Flow(s),veh/h/ln	1721	1695	1835	1721	1770	1580	1721	1770	1578	1721	1770	1583
Q Serve(g_s), s	5.8	38.5	38.5	5.8	26.6	32.5	4.9	9.0	24.2	11.2	3.2	3.7
Cycle Q Clear(g_c), s	5.8	38.5	38.5	5.8	26.6	32.5	4.9	9.0	24.2	11.2	3.2	3.7
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	1099	595	396	1367	610	214	921	593	414	563	504
V/C Ratio(X)	0.75	1.05	1.05	0.45	0.69	0.80	0.68	0.36	1.08	0.81	0.12	0.14
Avail Cap(c_a), veh/h	267	1099	595	498	1391	621	988	1165	702	872	563	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	40.2	40.2	49.1	30.6	32.4	54.5	35.8	21.1	50.9	28.7	28.9
Incr Delay (d2), s/veh	9.6	40.8	50.5	0.8	1.5	7.2	3.8	0.2	58.9	3.8	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	24.1	27.7	2.8	13.3	15.4	2.5	4.4	24.0	5.6	1.6	1.6
LnGrp Delay(d),s/veh	64.1	81.0	90.7	49.9	32.0	39.5	58.3	36.1	79.9	54.7	28.8	29.0
LnGrp LOS	E	F	F	D	C	D	E	D	F	D	C	C
Approach Vol, veh/h		1946			1613			1117			470	
Approach Delay, s/veh		82.6			36.3			64.2			47.2	
Approach LOS		F			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.4	44.4	11.8	43.2	12.2	51.6	18.7	36.3				
Change Period (Y+Rc), s	5.7	* 5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	17.2	* 39	34.1	35.1	9.2	46.7	30.1	39.1				
Max Q Clear Time (g_c+I1), s	7.8	40.5	6.9	5.7	7.8	34.5	13.2	26.2				
Green Ext Time (p_c), s	5.9	0.0	0.5	6.3	0.1	7.1	1.1	4.4				
Intersection Summary												
HCM 2010 Ctrl Delay			60.9									
HCM 2010 LOS			E									
Notes												

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd



















3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1677	966	0	1112	559	0	0	0	409	0	430
Future Volume (veh/h)	0	1677	966	0	1112	559	0	0	0	409	0	430
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	2224	688	0	1158	0				426	0	448
Adj No. of Lanes	0	3	1	0	3	1				2	0	2
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96				0.96	0.92	0.96
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	4045	1146	0	4045	1146				643	0	521
Arrive On Green	0.00	0.72	0.72	0.00	1.00	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	5588	1583	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	2224	688	0	1158	0				426	0	448
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	25.6	29.7	0.0	0.0	0.0				16.1	0.0	21.8
Cycle Q Clear(g_c), s	0.0	25.6	29.7	0.0	0.0	0.0				16.1	0.0	21.8
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4045	1146	0	4045	1146				643	0	521
V/C Ratio(X)	0.00	0.55	0.60	0.00	0.29	0.00				0.66	0.00	0.86
Avail Cap(c_a), veh/h	0	4045	1146	0	4045	1146				784	0	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.12	0.12	0.00	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.9	9.4	0.0	0.0	0.0				52.8	0.0	55.1
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.0	0.2	0.0				1.5	0.0	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.0	12.9	0.0	0.1	0.0				7.8	0.0	9.1
LnGrp Delay(d),s/veh	0.0	8.9	9.7	0.0	0.2	0.0				54.4	0.0	65.0
LnGrp LOS		A	A		A					D		E
Approach Vol, veh/h		2912			1158						874	
Approach Delay, s/veh		9.1			0.2						59.8	
Approach LOS		A			A						E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		107.7		32.3		107.7						
Change Period (Y+Rc), s		6.4		6.1		6.4						
Max Green Setting (Gmax), s		95.6		31.9		95.6						
Max Q Clear Time (g_c+I1), s		31.7		23.8		2.0						
Green Ext Time (p_c), s		56.9		2.4		79.3						
Intersection Summary												
HCM 2010 Ctrl Delay			16.0									
HCM 2010 LOS			B									
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd























3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	922	1164	0	994	487	678	0	432	0	0	0
Future Volume (veh/h)	0	922	1164	0	994	487	678	0	432	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	981	0	0	1057	518	721	0	460			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3701	1049	0	3368	1049	855	0	692			
Arrive On Green	0.00	1.00	0.00	0.00	0.66	0.66	0.25	0.00	0.25			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	981	0	0	1057	518	721	0	460			
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	12.4	23.0	27.9	0.0	20.8			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	12.4	23.0	27.9	0.0	20.8			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3701	1049	0	3368	1049	855	0	692			
V/C Ratio(X)	0.00	0.27	0.00	0.00	0.31	0.49	0.84	0.00	0.66			
Avail Cap(c_a), veh/h	0	3701	1049	0	3368	1049	1251	0	1013			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.73	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	10.1	11.9	50.0	0.0	47.4			
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	1.7	3.6	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	5.9	10.4	13.6	0.0	8.1			
LnGrp Delay(d),s/veh	0.0	0.1	0.0	0.0	10.3	13.5	53.6	0.0	48.5			
LnGrp LOS		A			B	B	D		D			
Approach Vol, veh/h		981			1575			1181				
Approach Delay, s/veh		0.1			11.4			51.6				
Approach LOS		A			B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		99.1				99.1		40.9				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		76.6				76.6		50.9				
Max Q Clear Time (g_c+I1), s		2.0				25.0		29.9				
Green Ext Time (p_c), s		33.1				28.2		4.9				
Intersection Summary												
HCM 2010 Ctrl Delay			21.1									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary

7: Bernardo Center Dr & Rancho Bernardo Rd























3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	689	307	123	637	145	433	465	247	173	276	101
Future Volume (veh/h)	258	689	307	123	637	145	433	465	247	173	276	101
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	272	725	323	129	671	153	456	489	260	182	291	106
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	1316	552	194	894	204	532	664	351	256	767	488
Arrive On Green	0.10	0.35	0.35	0.06	0.31	0.31	0.15	0.30	0.30	0.07	0.22	0.22
Sat Flow, veh/h	3548	3725	1563	3442	2856	651	3442	2236	1183	3442	3539	1549
Grp Volume(v), veh/h	272	725	323	129	415	409	456	386	363	182	291	106
Grp Sat Flow(s),veh/h/ln	1774	1863	1563	1721	1770	1738	1721	1770	1650	1721	1770	1549
Q Serve(g_s), s	7.2	14.9	16.1	3.5	20.1	20.1	12.3	18.7	18.9	4.9	6.7	4.8
Cycle Q Clear(g_c), s	7.2	14.9	16.1	3.5	20.1	20.1	12.3	18.7	18.9	4.9	6.7	4.8
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	342	1316	552	194	554	544	532	525	490	256	767	488
V/C Ratio(X)	0.79	0.55	0.58	0.67	0.75	0.75	0.86	0.74	0.74	0.71	0.38	0.22
Avail Cap(c_a), veh/h	361	1391	584	249	626	614	599	850	793	412	1485	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	24.7	25.1	44.1	29.4	29.4	39.3	30.2	30.2	43.1	31.9	24.1
Incr Delay (d2), s/veh	11.1	0.4	1.4	4.4	4.4	4.6	10.9	2.0	2.2	3.7	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.7	7.1	1.8	10.5	10.3	6.6	9.4	8.9	2.5	3.3	2.1
LnGrp Delay(d),s/veh	53.3	25.2	26.5	48.5	33.8	34.0	50.1	32.2	32.4	46.8	32.2	24.4
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h	1320				953				1205			
Approach Delay, s/veh	31.3				35.9				39.1			
Approach LOS	C				D				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	39.9	19.1	26.5	13.6	36.0	11.5	34.2				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	6.9	35.6	16.6	40.0	9.7	* 34	11.4	* 46				
Max Q Clear Time (g_c+I1), s	5.5	18.1	14.3	8.7	9.2	22.1	6.9	20.9				
Green Ext Time (p_c), s	0.0	10.3	0.4	7.8	0.1	7.7	0.2	7.3				
Intersection Summary												
HCM 2010 Ctrl Delay	35.2											
HCM 2010 LOS	D											
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd












3/7/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	131	133	73	70	63	71	147	90	106	202	12
Future Volume (veh/h)	21	131	133	73	70	63	71	147	90	106	202	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	24	147	149	82	79	71	80	165	101	119	227	13
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	419	199	201	169	177	150	102	349	203	155	653	37
Arrive On Green	0.24	0.24	0.24	0.10	0.10	0.10	0.06	0.16	0.16	0.09	0.19	0.19
Sat Flow, veh/h	1774	842	853	1774	1863	1583	1774	2158	1253	1774	3400	193
Grp Volume(v), veh/h	24	0	296	82	79	71	80	134	132	119	117	123
Grp Sat Flow(s),veh/h/ln	1774	0	1695	1774	1863	1583	1774	1770	1642	1774	1770	1823
Q Serve(g_s), s	0.5	0.0	7.7	2.1	1.9	2.0	2.1	3.3	3.5	3.1	2.7	2.8
Cycle Q Clear(g_c), s	0.5	0.0	7.7	2.1	1.9	2.0	2.1	3.3	3.5	3.1	2.7	2.8
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.76	1.00		0.11
Lane Grp Cap(c), veh/h	419	0	400	169	177	150	102	286	266	155	340	350
V/C Ratio(X)	0.06	0.00	0.74	0.49	0.45	0.47	0.79	0.47	0.50	0.77	0.35	0.35
Avail Cap(c_a), veh/h	856	0	818	670	704	598	335	668	620	410	743	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	0.0	16.8	20.5	20.4	20.4	22.2	18.1	18.2	21.3	16.7	16.7
Incr Delay (d2), s/veh	0.1	0.0	2.7	2.2	1.8	2.3	12.5	1.2	1.4	7.7	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.9	1.1	1.1	1.0	1.4	1.7	1.7	1.9	1.4	1.5
LnGrp Delay(d),s/veh	14.2	0.0	19.5	22.6	22.1	22.7	34.7	19.3	19.6	29.0	17.3	17.3
LnGrp LOS	B		B	C	C	C	C	B	B	C	B	B
Approach Vol, veh/h		320			232			346			359	
Approach Delay, s/veh		19.1			22.5			23.0			21.2	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	12.7		16.2	7.7	14.1		9.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	18.0		23.0	9.0	20.0		18.0				
Max Q Clear Time (g_c+I1), s	5.1	5.5		9.7	4.1	4.8		4.1				
Green Ext Time (p_c), s	0.1	2.2		1.6	0.1	2.4		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay				21.4								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo















3/7/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	40	402	438	38	148	380		
Future Volume (veh/h)	40	402	438	38	148	380		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	47	467	509	44	172	442		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	60	2001	1577	136	551	492		
Arrive On Green	0.03	0.57	0.48	0.48	0.31	0.31		
Sat Flow, veh/h	1774	3632	3391	284	1774	1583		
Grp Volume(v), veh/h	47	467	272	281	172	442		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1813	1774	1583		
Q Serve(g_s), s	2.2	5.4	7.8	7.9	6.1	22.0		
Cycle Q Clear(g_c), s	2.2	5.4	7.8	7.9	6.1	22.0		
Prop In Lane	1.00			0.16	1.00	1.00		
Lane Grp Cap(c), veh/h	60	2001	846	867	551	492		
V/C Ratio(X)	0.79	0.23	0.32	0.32	0.31	0.90		
Avail Cap(c_a), veh/h	272	2001	846	867	718	641		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	39.4	8.9	13.2	13.2	21.6	27.1		
Incr Delay (d2), s/veh	20.0	0.3	1.0	1.0	0.3	13.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.4	2.7	4.0	4.1	3.0	18.8		
LnGrp Delay(d),s/veh	59.5	9.2	14.2	14.2	22.0	40.1		
LnGrp LOS	E	A	B	B	C	D		
Approach Vol, veh/h		514	553		614			
Approach Delay, s/veh		13.8	14.2		35.0			
Approach LOS		B	B		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		52.0		30.2	7.2	44.8		
Change Period (Y+Rc), s		5.5		* 4.7	4.4	5.5		
Max Green Setting (Gmax), s		46.5		* 33	12.6	29.5		
Max Q Clear Time (g_c+I1), s		7.4		24.0	4.2	9.9		
Green Ext Time (p_c), s		7.2		1.6	0.0	6.0		
Intersection Summary								
HCM 2010 Ctrl Delay			21.7					
HCM 2010 LOS			C					
Notes								

HCM 2010 Signalized Intersection Summary

10: Bernardo Center Dr & West Bernardo Dr




















3/7/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	417	385	0	369	356	352	492	
Future Volume (veh/h)	417	385	0	369	356	352	492	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	444	410		393	379	374	523	
Adj No. of Lanes	2	2		1	2	1	1	
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	584	1919		580	1760	569	776	
Arrive On Green	0.17	0.54		0.31	0.31	0.32	0.32	
Sat Flow, veh/h	3442	3632		1863	2782	1774	1583	
Grp Volume(v), veh/h	444	410		393	379	374	523	
Grp Sat Flow(s),veh/h/ln	1721	1770		1863	1391	1774	1583	
Q Serve(g_s), s	8.9	4.3		13.3	4.2	13.1	18.1	
Cycle Q Clear(g_c), s	8.9	4.3		13.3	4.2	13.1	18.1	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	584	1919		580	1760	569	776	
V/C Ratio(X)	0.76	0.21		0.68	0.22	0.66	0.67	
Avail Cap(c_a), veh/h	1222	3175		1098	2533	925	1094	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	28.5	8.5		21.7	5.7	21.1	14.0	
Incr Delay (d2), s/veh	2.1	0.1		1.4	0.1	1.3	1.0	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4.4	2.1		7.0	1.6	6.5	8.0	
LnGrp Delay(d),s/veh	30.6	8.6		23.1	5.7	22.4	15.0	
LnGrp LOS	C	A		C	A	C	B	
Approach Vol, veh/h		854		772		897		
Approach Delay, s/veh		20.0		14.5		18.1		
Approach LOS		C		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.6	28.0				44.6		27.5
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	25.6	42.5				* 65		37.6
Max Q Clear Time (g_c+I1), s	10.9	15.3				6.3		20.1
Green Ext Time (p_c), s	1.4	7.1				7.8		3.0
Intersection Summary								
HCM 2010 Ctrl Delay			17.7					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

1: Camino San Bernardo & Rancho Bernardo Rd




















3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1039	190	483	786	80	40	10	212	20	10	10
Future Volume (veh/h)	30	1039	190	483	786	80	40	10	212	20	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	33	1129	207	525	854	87	43	11	230	22	11	11
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	1322	241	619	1917	195	298	334	294	98	49	27
Arrive On Green	0.03	0.44	0.44	0.18	0.59	0.59	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1774	2982	544	3442	3244	330	1384	1770	1558	175	258	144
Grp Volume(v), veh/h	33	668	668	525	466	475	43	11	230	44	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1756	1721	1770	1804	1384	1770	1558	577	0	0
Q Serve(g_s), s	1.5	27.8	28.2	12.2	12.1	12.1	0.0	0.4	11.6	0.3	0.0	0.0
Cycle Q Clear(g_c), s	1.5	27.8	28.2	12.2	12.1	12.1	2.9	0.4	11.6	11.9	0.0	0.0
Prop In Lane	1.00		0.31	1.00		0.18	1.00		1.00	0.50		0.25
Lane Grp Cap(c), veh/h	57	785	779	619	1046	1067	298	334	294	174	0	0
V/C Ratio(X)	0.58	0.85	0.86	0.85	0.45	0.45	0.14	0.03	0.78	0.25	0.00	0.00
Avail Cap(c_a), veh/h	131	815	809	730	1059	1080	523	622	548	396	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.4	20.5	20.6	32.7	9.4	9.4	28.3	27.3	31.8	28.4	0.0	0.0
Incr Delay (d2), s/veh	8.9	8.4	8.9	8.1	0.3	0.3	0.2	0.0	4.5	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	15.4	15.5	6.5	5.9	6.0	0.8	0.2	5.4	0.9	0.0	0.0
LnGrp Delay(d),s/veh	48.3	28.9	29.5	40.8	9.7	9.7	28.5	27.4	36.4	29.2	0.0	0.0
LnGrp LOS	D	C	C	D	A	A	C	C	D	C		
Approach Vol, veh/h	1369				1466				284			
Approach Delay, s/veh	29.7				20.8				34.8			
Approach LOS	C				C				C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.3	42.6		20.6	7.2	54.8		20.6				
Change Period (Y+Rc), s	4.5	6.0		5.0	4.5	6.0		5.0				
Max Green Setting (Gmax), s	17.5	38.0		29.0	6.1	49.4		29.0				
Max Q Clear Time (g_c+I1), s	14.2	30.2		13.9	3.5	14.1		13.6				
Green Ext Time (p_c), s	0.7	6.4		1.5	0.0	19.5		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay	26.0											
HCM 2010 LOS	C											

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd




















3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1081	390	704	1338	10	80	10	61	10	10	10
Future Volume (veh/h)	10	1081	390	704	1338	10	80	10	61	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	11	1175	424	765	1454	11	87	11	66	11	11	11
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	18	1030	361	611	2657	20	157	17	222	45	44	28
Arrive On Green	0.01	0.40	0.40	0.34	0.74	0.74	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1774	2554	896	1774	3600	27	764	120	1562	79	309	194
Grp Volume(v), veh/h	11	804	795	765	715	750	98	0	66	33	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1680	1774	1770	1857	884	0	1562	583	0	0
Q Serve(g_s), s	0.9	56.9	56.9	48.6	25.0	25.0	0.0	0.0	5.3	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.9	56.9	56.9	48.6	25.0	25.0	17.0	0.0	5.3	17.2	0.0	0.0
Prop In Lane	1.00		0.53	1.00		0.01	0.89		1.00	0.33		0.33
Lane Grp Cap(c), veh/h	18	714	678	611	1306	1371	174	0	222	117	0	0
V/C Ratio(X)	0.62	1.13	1.17	1.25	0.55	0.55	0.56	0.00	0.30	0.28	0.00	0.00
Avail Cap(c_a), veh/h	50	714	678	611	1306	1371	264	0	321	219	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	69.6	42.1	42.1	46.2	8.1	8.1	59.0	0.0	54.2	53.5	0.0	0.0
Incr Delay (d2), s/veh	31.0	73.8	93.0	126.2	0.5	0.5	2.9	0.0	0.7	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	42.4	43.9	45.2	12.3	12.9	3.9	0.0	2.4	1.2	0.0	0.0
LnGrp Delay(d),s/veh	100.6	115.9	135.1	172.4	8.6	8.6	61.9	0.0	54.9	54.8	0.0	0.0
LnGrp LOS	F	F	F	F	A	A	E		D	D		
Approach Vol, veh/h		1610			2230			164			33	
Approach Delay, s/veh		125.3			64.8			59.1			54.8	
Approach LOS		F			E			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	53.0	62.8		25.2	5.8	110.0		25.2				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	48.6	56.9		* 29	4.0	* 1E2		29.0				
Max Q Clear Time (g_c+I1), s	50.6	58.9		19.2	2.9	27.0		19.0				
Green Ext Time (p_c), s	0.0	0.0		0.6	0.0	47.8		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay				88.6								
HCM 2010 LOS				F								
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd
























3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	920	107	329	1770	20	12	1	37	90	9	150
Future Volume (veh/h)	40	920	107	329	1770	20	12	1	37	90	9	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	43	1000	116	358	1924	22	13	1	40	98	10	163
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	1140	132	416	2130	24	264	8	327	156	27	192
Arrive On Green	0.03	0.36	0.36	0.23	0.59	0.59	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1774	3196	371	1774	3584	41	1207	39	1550	476	126	908
Grp Volume(v), veh/h	43	553	563	358	948	998	13	0	41	271	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1797	1774	1770	1856	1207	0	1589	1510	0	0
Q Serve(g_s), s	2.1	26.1	26.1	17.2	41.7	42.0	0.0	0.0	1.9	13.1	0.0	0.0
Cycle Q Clear(g_c), s	2.1	26.1	26.1	17.2	41.7	42.0	1.2	0.0	1.9	15.3	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.02	1.00		0.98	0.36		0.60
Lane Grp Cap(c), veh/h	54	631	641	416	1052	1103	264	0	336	374	0	0
V/C Ratio(X)	0.80	0.88	0.88	0.86	0.90	0.91	0.05	0.00	0.12	0.72	0.00	0.00
Avail Cap(c_a), veh/h	80	704	715	419	1062	1113	397	0	511	528	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.9	26.8	26.8	32.7	15.8	15.9	28.2	0.0	28.4	33.6	0.0	0.0
Incr Delay (d2), s/veh	27.6	11.2	11.1	16.5	10.5	10.5	0.1	0.0	0.2	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	14.6	14.8	10.4	23.1	24.6	0.3	0.0	0.8	6.7	0.0	0.0
LnGrp Delay(d),s/veh	70.5	38.0	37.9	49.2	26.3	26.3	28.2	0.0	28.6	36.5	0.0	0.0
LnGrp LOS	E	D	D	D	C	C	C		C	D		
Approach Vol, veh/h		1159			2304			54			271	
Approach Delay, s/veh		39.2			29.9			28.5			36.5	
Approach LOS		D			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.8	38.8		23.4	6.7	58.9		23.4				
Change Period (Y+Rc), s	6.0	* 7		4.6	4.0	6.0		* 4.6				
Max Green Setting (Gmax), s	21.0	* 35		28.0	4.0	53.4		* 29				
Max Q Clear Time (g_c+I1), s	19.2	28.1		17.3	4.1	44.0		3.9				
Green Ext Time (p_c), s	1.6	3.7		1.5	0.0	7.8		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay				33.2								
HCM 2010 LOS				C								
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd



















3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	763	103	610	1944	300	162	90	180	680	370	183
Future Volume (veh/h)	62	763	103	610	1944	300	162	90	180	680	370	183
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	64	787	106	629	2004	309	167	93	186	701	381	189
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	992	133	868	1603	707	240	406	579	783	628	307
Arrive On Green	0.03	0.22	0.22	0.25	0.45	0.45	0.07	0.11	0.11	0.23	0.27	0.27
Sat Flow, veh/h	3442	4538	607	3442	3539	1562	3442	3539	1561	3442	2302	1126
Grp Volume(v), veh/h	64	587	306	629	2004	309	167	93	186	701	292	278
Grp Sat Flow(s),veh/h/ln	1721	1695	1756	1721	1770	1562	1721	1770	1561	1721	1770	1658
Q Serve(g_s), s	2.1	18.7	18.9	19.2	51.9	15.5	5.4	2.7	4.1	22.6	16.4	16.8
Cycle Q Clear(g_c), s	2.1	18.7	18.9	19.2	51.9	15.5	5.4	2.7	4.1	22.6	16.4	16.8
Prop In Lane	1.00		0.35	1.00		1.00	1.00		1.00	1.00		0.68
Lane Grp Cap(c), veh/h	107	741	384	868	1603	707	240	406	579	783	483	452
V/C Ratio(X)	0.60	0.79	0.80	0.72	1.25	0.44	0.70	0.23	0.32	0.90	0.60	0.62
Avail Cap(c_a), veh/h	120	911	472	868	1603	707	1024	1207	932	904	542	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	42.3	42.4	39.2	31.4	21.4	52.1	46.1	9.3	42.9	36.3	36.4
Incr Delay (d2), s/veh	6.4	3.9	7.7	3.0	118.0	0.4	3.6	0.3	0.3	10.4	1.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	9.2	10.0	9.5	51.4	6.8	2.7	1.4	2.1	11.9	8.2	8.0
LnGrp Delay(d),s/veh	61.2	46.2	50.1	42.2	149.4	21.8	55.8	46.4	9.7	53.4	37.8	38.3
LnGrp LOS	E	D	D	D	F	C	E	D	A	D	D	D
Approach Vol, veh/h		957			2942			446			1271	
Approach Delay, s/veh		48.5			113.1			34.6			46.5	
Approach LOS		D			F			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.6	31.0	12.4	36.7	8.0	57.6	30.5	18.6				
Change Period (Y+Rc), s	5.7	* 5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	24.9	* 31	34.1	35.1	4.0	51.9	30.1	39.1				
Max Q Clear Time (g_c+I1), s	21.2	20.9	7.4	18.8	4.1	53.9	24.6	6.1				
Green Ext Time (p_c), s	3.6	4.1	0.5	4.5	0.0	0.0	1.4	5.4				
Intersection Summary												
HCM 2010 Ctrl Delay				80.8								
HCM 2010 LOS				F								
Notes												

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd



















3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	878	716	0	1552	560	0	0	0	760	0	1281
Future Volume (veh/h)	0	878	716	0	1552	560	0	0	0	760	0	1281
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	924	754	0	1634	0				800	0	1348
Adj No. of Lanes	0	2	2	0	3	1				2	0	2
Peak Hour Factor	0.92	0.95	0.95	0.92	0.95	0.95				0.95	0.92	0.95
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1453	1235	0	2179	617				1669	0	1352
Arrive On Green	0.00	0.39	0.39	0.00	0.78	0.00				0.48	0.00	0.48
Sat Flow, veh/h	0	3725	3167	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	924	754	0	1634	0				800	0	1348
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	20.1	19.1	0.0	15.5	0.0				15.6	0.0	48.3
Cycle Q Clear(g_c), s	0.0	20.1	19.1	0.0	15.5	0.0				15.6	0.0	48.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1453	1235	0	2179	617				1669	0	1352
V/C Ratio(X)	0.00	0.64	0.61	0.00	0.75	0.00				0.48	0.00	1.00
Avail Cap(c_a), veh/h	0	1453	1235	0	2179	618				1669	0	1352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.60	0.60	0.00	0.76	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.7	24.4	0.0	8.4	0.0				17.3	0.0	25.7
Incr Delay (d2), s/veh	0.0	1.3	1.3	0.0	1.8	0.0				0.2	0.0	23.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.5	8.5	0.0	7.9	0.0				7.4	0.0	22.8
LnGrp Delay(d),s/veh	0.0	26.0	25.8	0.0	10.3	0.0				17.5	0.0	49.5
LnGrp LOS		C	C		B					B		D
Approach Vol, veh/h		1678			1634						2148	
Approach Delay, s/veh		25.9			10.3						37.6	
Approach LOS		C			B						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		45.4		54.6		45.4						
Change Period (Y+Rc), s		6.4		6.1		6.4						
Max Green Setting (Gmax), s		39.0		48.5		39.0						
Max Q Clear Time (g_c+I1), s		22.1		50.3		17.5						
Green Ext Time (p_c), s		15.3		0.0		19.0						
Intersection Summary												
HCM 2010 Ctrl Delay			25.8									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd























3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	955	683	0	1245	320	868	0	510	0	0	0
Future Volume (veh/h)	0	955	683	0	1245	320	868	0	510	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1016	0	0	1324	340	923	0	543			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3103	879	0	2824	879	1100	0	891			
Arrive On Green	0.00	1.00	0.00	0.00	0.56	0.56	0.32	0.00	0.32			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	1016	0	0	1324	340	923	0	543			
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	15.7	12.2	24.9	0.0	16.5			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	15.7	12.2	24.9	0.0	16.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3103	879	0	2824	879	1100	0	891			
V/C Ratio(X)	0.00	0.33	0.00	0.00	0.47	0.39	0.84	0.00	0.61			
Avail Cap(c_a), veh/h	0	3103	879	0	2824	879	1339	0	1084			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.74	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	13.4	12.6	31.6	0.0	28.7			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.6	1.3	4.1	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	7.4	5.6	12.4	0.0	6.4			
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	13.9	13.9	35.8	0.0	29.4			
LnGrp LOS		A			B	B	D		C			
Approach Vol, veh/h		1016			1664			1466				
Approach Delay, s/veh		0.2			13.9			33.4				
Approach LOS		A			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		61.9				61.9		38.1				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		48.6				48.6		38.9				
Max Q Clear Time (g_c+I1), s		2.0				17.7		26.9				
Green Ext Time (p_c), s		29.6				22.4		5.0				
Intersection Summary												
HCM 2010 Ctrl Delay				17.5								
HCM 2010 LOS				B								
Notes												

HCM 2010 Signalized Intersection Summary

7: Bernardo Center Dr & Rancho Bernardo Rd























3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	361	653	351	180	897	100	279	200	120	230	310	139
Future Volume (veh/h)	361	653	351	180	897	100	279	200	120	230	310	139
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	388	728	360	194	965	108	300	215	129	247	333	149
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	466	1548	658	266	1159	130	369	407	234	328	624	483
Arrive On Green	0.13	0.42	0.42	0.08	0.36	0.36	0.11	0.19	0.19	0.10	0.18	0.18
Sat Flow, veh/h	3548	3725	1583	3442	3204	359	3442	2160	1241	3442	3539	1560
Grp Volume(v), veh/h	388	728	360	194	533	540	300	174	170	247	333	149
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1721	1770	1793	1721	1770	1632	1721	1770	1560
Q Serve(g_s), s	10.0	13.3	16.1	5.2	25.7	25.7	8.0	8.3	8.8	6.5	8.0	6.8
Cycle Q Clear(g_c), s	10.0	13.3	16.1	5.2	25.7	25.7	8.0	8.3	8.8	6.5	8.0	6.8
Prop In Lane	1.00		1.00	1.00		0.20	1.00		0.76	1.00		1.00
Lane Grp Cap(c), veh/h	466	1548	658	266	640	648	369	333	307	328	624	483
V/C Ratio(X)	0.83	0.47	0.55	0.73	0.83	0.83	0.81	0.52	0.55	0.75	0.53	0.31
Avail Cap(c_a), veh/h	531	1557	662	346	670	678	390	698	644	526	1513	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	19.9	20.7	42.2	27.3	27.3	40.8	34.2	34.4	41.2	35.0	24.8
Incr Delay (d2), s/veh	9.8	0.2	0.9	5.4	8.5	8.5	11.8	1.3	1.5	3.5	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	6.8	7.1	2.7	14.1	14.3	4.4	4.2	4.1	3.3	4.0	3.0
LnGrp Delay(d),s/veh	49.5	20.1	21.6	47.6	35.8	35.7	52.6	35.5	35.9	44.7	35.7	25.2
LnGrp LOS	D	C	C	D	D	D	D	D	D	D	D	C
Approach Vol, veh/h		1476			1267			644			729	
Approach Delay, s/veh		28.2			37.6			43.6			36.6	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	45.1	14.4	22.4	16.7	40.0	13.3	23.5				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	9.4	39.1	10.6	40.0	14.0	* 35	14.3	* 37				
Max Q Clear Time (g_c+I1), s	7.2	18.1	10.0	10.0	12.0	27.7	8.5	10.8				
Green Ext Time (p_c), s	0.1	13.4	0.1	4.9	0.3	6.1	0.4	4.8				
Intersection Summary												
HCM 2010 Ctrl Delay			35.0									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd












3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	180	164	120	50	60	41	140	90	120	250	20
Future Volume (veh/h)	30	180	164	120	50	60	41	140	90	120	250	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	196	178	130	54	65	45	152	98	130	272	22
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	486	245	222	204	215	182	64	317	193	169	693	56
Arrive On Green	0.27	0.27	0.27	0.12	0.12	0.12	0.04	0.15	0.15	0.10	0.21	0.21
Sat Flow, veh/h	1774	894	812	1774	1863	1583	1774	2117	1288	1774	3319	267
Grp Volume(v), veh/h	33	0	374	130	54	65	45	126	124	130	144	150
Grp Sat Flow(s),veh/h/ln	1774	0	1705	1774	1863	1583	1774	1770	1635	1774	1770	1816
Q Serve(g_s), s	0.8	0.0	11.1	3.8	1.4	2.1	1.4	3.5	3.8	3.9	3.8	3.9
Cycle Q Clear(g_c), s	0.8	0.0	11.1	3.8	1.4	2.1	1.4	3.5	3.8	3.9	3.8	3.9
Prop In Lane	1.00		0.48	1.00		1.00	1.00		0.79	1.00		0.15
Lane Grp Cap(c), veh/h	486	0	467	204	215	182	64	265	245	169	369	379
V/C Ratio(X)	0.07	0.00	0.80	0.64	0.25	0.36	0.70	0.47	0.51	0.77	0.39	0.40
Avail Cap(c_a), veh/h	747	0	718	584	614	522	195	583	539	357	745	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	18.5	23.1	22.0	22.3	26.0	21.3	21.4	24.1	18.6	18.6
Incr Delay (d2), s/veh	0.1	0.0	3.7	3.3	0.6	1.2	12.9	1.3	1.6	7.2	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	5.7	2.1	0.8	1.0	0.9	1.8	1.8	2.3	2.0	2.0
LnGrp Delay(d),s/veh	14.7	0.0	22.2	26.3	22.6	23.5	38.9	22.6	23.0	31.4	19.3	19.3
LnGrp LOS	B		C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		407			249			295			424	
Approach Delay, s/veh		21.6			24.8			25.2			23.0	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	13.2		20.0	7.0	16.4		11.3				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	11.0	18.0		23.0	6.0	23.0		18.0				
Max Q Clear Time (g_c+I1), s	5.9	5.8		13.1	3.4	5.9		5.8				
Green Ext Time (p_c), s	0.1	2.4		1.8	0.0	2.7		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			23.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo















3/17/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	466	620	360	200	130	114		
Future Volume (veh/h)	466	620	360	200	130	114		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	507	674	391	217	141	124		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	877	2746	483	264	190	170		
Arrive On Green	0.49	0.78	0.22	0.22	0.11	0.11		
Sat Flow, veh/h	1774	3632	2300	1209	1774	1583		
Grp Volume(v), veh/h	507	674	312	296	141	124		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1646	1774	1583		
Q Serve(g_s), s	17.7	4.6	14.6	14.9	6.7	6.6		
Cycle Q Clear(g_c), s	17.7	4.6	14.6	14.9	6.7	6.6		
Prop In Lane	1.00			0.73	1.00	1.00		
Lane Grp Cap(c), veh/h	877	2746	387	360	190	170		
V/C Ratio(X)	0.58	0.25	0.81	0.82	0.74	0.73		
Avail Cap(c_a), veh/h	877	2746	501	466	449	401		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	15.6	2.7	32.3	32.4	37.8	37.7		
Incr Delay (d2), s/veh	1.0	0.2	7.3	8.8	5.6	5.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	8.8	2.2	7.9	7.6	3.6	6.0		
LnGrp Delay(d),s/veh	16.6	2.9	39.7	41.2	43.4	43.7		
LnGrp LOS	B	A	D	D	D	D		
Approach Vol, veh/h		1181	608		265			
Approach Delay, s/veh		8.8	40.4		43.5			
Approach LOS		A	D		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		73.2		14.1	48.6	24.6		
Change Period (Y+Rc), s		5.5		* 4.7	5.5	* 5.5		
Max Green Setting (Gmax), s		67.7		* 22	38.6	* 25		
Max Q Clear Time (g_c+I1), s		6.6		8.7	19.7	16.9		
Green Ext Time (p_c), s		7.1		0.6	5.9	2.2		
Intersection Summary								
HCM 2010 Ctrl Delay			22.6					
HCM 2010 LOS			C					
Notes								

HCM 2010 Signalized Intersection Summary

10: Bernardo Center Dr & West Bernardo Dr




















3/17/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	708	580	0	610	818	92	242	
Future Volume (veh/h)	708	580	0	610	818	92	242	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				0.97	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	770	630		663	889	100	263	
Adj No. of Lanes	2	2		2	2	1	1	
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	905	2482		1332	1465	282	668	
Arrive On Green	0.26	0.70		0.38	0.38	0.16	0.16	
Sat Flow, veh/h	3442	3632		3632	2714	1774	1583	
Grp Volume(v), veh/h	770	630		663	889	100	263	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1357	1774	1583	
Q Serve(g_s), s	15.0	4.6		10.2	16.0	3.6	8.2	
Cycle Q Clear(g_c), s	15.0	4.6		10.2	16.0	3.6	8.2	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	905	2482		1332	1465	282	668	
V/C Ratio(X)	0.85	0.25		0.50	0.61	0.35	0.39	
Avail Cap(c_a), veh/h	1098	2482		1504	1597	827	1154	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	24.8	3.8		17.0	11.4	26.5	14.2	
Incr Delay (d2), s/veh	5.6	0.1		0.3	0.6	0.8	0.4	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	7.9	2.2		5.0	6.0	1.8	3.6	
LnGrp Delay(d),s/veh	30.4	3.9		17.2	12.0	27.3	14.6	
LnGrp LOS	C	A		B	B	C	B	
Approach Vol, veh/h		1400		1552		363		
Approach Delay, s/veh		18.5		14.2		18.1		
Approach LOS		B		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	23.0	32.2				55.2		15.7
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	22.6	30.1				* 49		33.0
Max Q Clear Time (g_c+I1), s	17.0	18.0				6.6		10.2
Green Ext Time (p_c), s	1.6	8.6				19.0		1.1
Intersection Summary								
HCM 2010 Ctrl Delay			16.4					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary

1: Camino San Bernardo & Rancho Bernardo Rd




















3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	972	230	411	847	10	120	10	375	70	20	30
Future Volume (veh/h)	10	972	230	411	847	10	120	10	375	70	20	30
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	10	1012	240	428	882	10	125	10	391	73	21	31
Adj No. of Lanes	1	2	0	2	2	0	1	2	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	1073	254	463	1796	20	440	574	513	135	42	37
Arrive On Green	0.01	0.38	0.38	0.13	0.50	0.50	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1774	2833	669	3442	3585	41	1347	1770	1582	218	129	114
Grp Volume(v), veh/h	10	631	621	428	435	457	125	10	391	125	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1733	1721	1770	1856	1347	1770	1582	461	0	0
Q Serve(g_s), s	0.5	30.7	31.0	11.0	14.5	14.5	0.0	0.3	19.8	7.1	0.0	0.0
Cycle Q Clear(g_c), s	0.5	30.7	31.0	11.0	14.5	14.5	7.8	0.3	19.8	26.9	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.02	1.00		1.00	0.58		0.25
Lane Grp Cap(c), veh/h	22	670	656	463	886	930	440	574	513	213	0	0
V/C Ratio(X)	0.46	0.94	0.95	0.92	0.49	0.49	0.28	0.02	0.76	0.59	0.00	0.00
Avail Cap(c_a), veh/h	99	684	670	463	886	930	441	575	514	215	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.8	26.8	26.8	38.1	14.7	14.7	23.0	20.5	27.1	34.0	0.0	0.0
Incr Delay (d2), s/veh	14.2	21.0	22.3	24.4	0.4	0.4	0.4	0.0	6.6	4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	18.8	18.7	6.8	7.1	7.5	2.4	0.2	9.5	3.2	0.0	0.0
LnGrp Delay(d),s/veh	58.0	47.8	49.2	62.5	15.2	15.1	23.4	20.5	33.7	38.0	0.0	0.0
LnGrp LOS	E	D	D	E	B	B	C	C	C	D		
Approach Vol, veh/h	1262				1320				526			
Approach Delay, s/veh	48.5				30.5				31.0			
Approach LOS	D				C				C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	39.3		33.9	5.1	50.2		33.9				
Change Period (Y+Rc), s	4.0	5.5		5.0	4.0	5.5		5.0				
Max Green Setting (Gmax), s	12.0	34.5		29.0	5.0	41.5		29.0				
Max Q Clear Time (g_c+I1), s	13.0	33.0		28.9	2.5	16.5		21.8				
Green Ext Time (p_c), s	0.0	0.8		0.1	0.0	14.8		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay	37.9											
HCM 2010 LOS	D											

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd




















3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1447	60	64	1098	10	350	10	428	10	10	10
Future Volume (veh/h)	20	1447	60	64	1098	10	350	10	428	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	22	1573	65	70	1193	11	380	11	465	11	11	11
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	29	1729	71	64	1864	17	270	6	562	32	32	16
Arrive On Green	0.02	0.50	0.50	0.04	0.52	0.52	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1774	3464	143	1774	3593	33	616	18	1559	0	88	44
Grp Volume(v), veh/h	22	801	837	70	587	617	391	0	465	33	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1838	1774	1770	1857	634	0	1559	132	0	0
Q Serve(g_s), s	1.8	61.3	62.0	5.3	35.4	35.4	0.0	0.0	40.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	61.3	62.0	5.3	35.4	35.4	53.3	0.0	40.2	53.3	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.02	0.97		1.00	0.33		0.33
Lane Grp Cap(c), veh/h	29	883	917	64	918	963	277	0	562	80	0	0
V/C Ratio(X)	0.77	0.91	0.91	1.10	0.64	0.64	1.41	0.00	0.83	0.41	0.00	0.00
Avail Cap(c_a), veh/h	74	912	947	64	918	963	277	0	562	80	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	72.5	33.9	34.1	71.3	25.6	25.6	51.9	0.0	43.1	39.1	0.0	0.0
Incr Delay (d2), s/veh	34.4	12.4	12.7	143.4	1.5	1.4	206.3	0.0	9.9	3.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	32.9	34.6	5.1	17.7	18.5	27.1	0.0	18.8	1.0	0.0	0.0
LnGrp Delay(d),s/veh	106.9	46.3	46.8	216.0	27.1	27.1	258.2	0.0	53.1	42.4	0.0	0.0
LnGrp LOS	F	D	D	F	C	C	F		D	D		
Approach Vol, veh/h		1660			1274			856			33	
Approach Delay, s/veh		47.4			37.5			146.8			42.4	
Approach LOS		D			D			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	79.7		58.5	6.8	82.6		58.5				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	5.3	76.2		* 53	6.2	* 76		53.0				
Max Q Clear Time (g_c+I1), s	7.3	64.0		55.3	3.8	37.4		55.3				
Green Ext Time (p_c), s	0.0	9.8		0.0	0.0	27.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				66.3								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd























3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	1600	25	78	990	60	102	9	315	50	2	120
Future Volume (veh/h)	110	1600	25	78	990	60	102	9	315	50	2	120
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	120	1739	27	85	1076	65	111	10	342	54	2	130
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	150	1808	28	90	1604	97	242	13	440	79	25	134
Arrive On Green	0.08	0.51	0.51	0.05	0.47	0.47	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1774	3567	55	1774	3391	205	1253	45	1545	113	89	469
Grp Volume(v), veh/h	120	861	905	85	561	580	111	0	352	186	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1853	1774	1770	1827	1253	0	1590	672	0	0
Q Serve(g_s), s	6.6	46.3	46.6	4.7	24.2	24.2	0.0	0.0	20.1	7.6	0.0	0.0
Cycle Q Clear(g_c), s	6.6	46.3	46.6	4.7	24.2	24.2	16.7	0.0	20.1	27.7	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.11	1.00		0.97	0.29		0.70
Lane Grp Cap(c), veh/h	150	897	939	90	837	864	242	0	453	238	0	0
V/C Ratio(X)	0.80	0.96	0.96	0.95	0.67	0.67	0.46	0.00	0.78	0.78	0.00	0.00
Avail Cap(c_a), veh/h	233	916	959	90	837	864	249	0	463	238	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.5	23.4	23.5	46.9	20.1	20.1	31.3	0.0	32.5	35.9	0.0	0.0
Incr Delay (d2), s/veh	10.4	20.5	20.5	77.9	2.1	2.0	1.4	0.0	8.0	15.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	27.6	29.0	4.3	12.2	12.7	2.8	0.0	9.8	6.1	0.0	0.0
LnGrp Delay(d),s/veh	54.9	43.9	44.0	124.7	22.2	22.2	32.6	0.0	40.5	51.2	0.0	0.0
LnGrp LOS	D	D	D	F	C	C	C		D	D		
Approach Vol, veh/h		1886			1226			463			186	
Approach Delay, s/veh		44.7			29.3			38.6			51.2	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	57.2		32.8	12.3	53.8		32.8				
Change Period (Y+Rc), s	4.0	7.0		4.6	4.0	* 7		* 4.6				
Max Green Setting (Gmax), s	5.0	51.2		28.2	13.0	* 44		* 29				
Max Q Clear Time (g_c+I1), s	6.7	48.6		29.7	8.6	26.2		22.1				
Green Ext Time (p_c), s	0.0	1.6		0.0	0.1	15.3		2.3				
Intersection Summary												
HCM 2010 Ctrl Delay				39.2								
HCM 2010 LOS				D								
Notes												

HCM 2010 Signalized Intersection Summary

4: West Bernardo Dr & Rancho Bernardo Rd



















3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	1861	71	200	1059	510	185	360	700	350	90	73
Future Volume (veh/h)	173	1861	71	200	1059	510	185	360	700	350	90	73
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	177	1899	72	204	1081	520	189	367	714	357	92	74
Adj No. of Lanes	2	3	0	2	2	1	2	2	1	2	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1731	66	280	1318	588	259	1004	576	436	652	480
Arrive On Green	0.05	0.34	0.34	0.08	0.37	0.37	0.08	0.28	0.28	0.13	0.34	0.34
Sat Flow, veh/h	3442	5029	190	3442	3539	1580	3442	3539	1578	3442	1947	1433
Grp Volume(v), veh/h	177	1279	692	204	1081	520	189	367	714	357	83	83
Grp Sat Flow(s),veh/h/ln	1721	1695	1829	1721	1770	1580	1721	1770	1578	1721	1770	1610
Q Serve(g_s), s	6.3	42.1	42.1	7.1	33.8	25.1	6.6	10.1	29.1	12.4	4.0	4.4
Cycle Q Clear(g_c), s	6.3	42.1	42.1	7.1	33.8	25.1	6.6	10.1	29.1	12.4	4.0	4.4
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	188	1167	629	280	1318	588	259	1004	576	436	593	540
V/C Ratio(X)	0.94	1.10	1.10	0.73	0.82	0.88	0.73	0.37	1.24	0.82	0.14	0.15
Avail Cap(c_a), veh/h	188	1167	629	523	1571	701	959	1131	633	847	593	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.6	40.1	40.1	54.9	34.7	16.0	55.4	35.0	25.2	52.1	28.4	28.5
Incr Delay (d2), s/veh	48.4	56.8	66.0	3.6	3.1	11.4	4.0	0.2	121.7	3.9	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	28.8	32.7	3.5	17.1	12.7	3.3	5.0	33.3	6.1	2.0	2.0
LnGrp Delay(d),s/veh	106.0	96.9	106.1	58.5	37.8	27.4	59.3	35.2	147.0	55.9	28.5	28.6
LnGrp LOS	F	F	F	E	D	C	E	D	F	E	C	C
Approach Vol, veh/h	2148			1805				1270			523	
Approach Delay, s/veh	100.6			37.1				101.6			47.2	
Approach LOS	F			D				F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	48.0	13.6	46.4	11.1	51.2	19.9	40.1				
Change Period (Y+Rc), s	4.4	5.9	4.4	5.4	4.4	5.7	4.4	5.4				
Max Green Setting (Gmax), s	18.6	42.1	34.1	35.1	6.6	54.3	30.1	39.1				
Max Q Clear Time (g_c+I1), s	9.1	44.1	8.6	6.4	8.3	35.8	14.4	31.1				
Green Ext Time (p_c), s	0.9	0.0	0.6	7.4	0.0	9.8	1.1	3.5				
Intersection Summary												
HCM 2010 Ctrl Delay	76.0											
HCM 2010 LOS	E											

HCM 2010 Signalized Intersection Summary

5: I-15 SB Ramps & Rancho Bernardo Rd


3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1829	1072	0	1263	600	0	0	0	460	0	486
Future Volume (veh/h)	0	1829	1072	0	1263	600	0	0	0	460	0	486
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	2447	756	0	1316	0				479	0	506
Adj No. of Lanes	0	3	1	0	3	1				2	0	2
Peak Hour Factor	0.92	0.96	0.96	0.92	0.96	0.96				0.96	0.92	0.96
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	3729	1056	0	3729	1056				715	0	579
Arrive On Green	0.00	0.67	0.67	0.00	1.00	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	5588	1583	0	5588	1583				3442	0	2787
Grp Volume(v), veh/h	0	2447	756	0	1316	0				479	0	506
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1863	1583				1721	0	1393
Q Serve(g_s), s	0.0	25.9	30.4	0.0	0.0	0.0				12.8	0.0	17.6
Cycle Q Clear(g_c), s	0.0	25.9	30.4	0.0	0.0	0.0				12.8	0.0	17.6
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3729	1056	0	3729	1056				715	0	579
V/C Ratio(X)	0.00	0.66	0.72	0.00	0.35	0.00				0.67	0.00	0.87
Avail Cap(c_a), veh/h	0	3729	1056	0	3729	1056				767	0	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.09	0.09	0.00	0.81	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.9	10.6	0.0	0.0	0.0				36.5	0.0	38.3
Incr Delay (d2), s/veh	0.0	0.1	0.4	0.0	0.2	0.0				2.1	0.0	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.2	13.1	0.0	0.1	0.0				6.3	0.0	7.8
LnGrp Delay(d),s/veh	0.0	9.9	11.0	0.0	0.2	0.0				38.5	0.0	50.9
LnGrp LOS		A	B		A					D		D
Approach Vol, veh/h		3203			1316						985	
Approach Delay, s/veh		10.2			0.2						44.9	
Approach LOS		B			A						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		73.1		26.9		73.1						
Change Period (Y+Rc), s		6.4		6.1		6.4						
Max Green Setting (Gmax), s		65.2		22.3		65.2						
Max Q Clear Time (g_c+I1), s		32.4		19.6		2.0						
Green Ext Time (p_c), s		31.7		1.2		59.5						
Intersection Summary												
HCM 2010 Ctrl Delay			14.0									
HCM 2010 LOS			B									
Notes												

HCM 2010 Signalized Intersection Summary

6: I-15 NB Ramps & Rancho Bernardo Rd























3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑	↑↑		↑↑			
Traffic Volume (veh/h)	0	1033	1256	0	1121	510	743	0	490	0	0	0
Future Volume (veh/h)	0	1033	1256	0	1121	510	743	0	490	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1099	0	0	1193	543	790	0	521			
Adj No. of Lanes	0	3	1	0	3	1	2	0	2			
Peak Hour Factor	0.92	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	3343	947	0	3042	947	953	0	771			
Arrive On Green	0.00	1.00	0.00	0.00	0.60	0.60	0.28	0.00	0.28			
Sat Flow, veh/h	0	5588	1583	0	5253	1583	3442	0	2787			
Grp Volume(v), veh/h	0	1099	0	0	1193	543	790	0	521			
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	12.3	21.0	21.5	0.0	16.6			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	12.3	21.0	21.5	0.0	16.6			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3343	947	0	3042	947	953	0	771			
V/C Ratio(X)	0.00	0.33	0.00	0.00	0.39	0.57	0.83	0.00	0.68			
Avail Cap(c_a), veh/h	0	3343	947	0	3042	947	1167	0	945			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.60	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	10.5	12.3	33.9	0.0	32.2			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.4	2.5	4.3	0.0	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	5.9	9.7	10.8	0.0	6.5			
LnGrp Delay(d),s/veh	0.0	0.2	0.0	0.0	10.9	14.8	38.2	0.0	33.6			
LnGrp LOS		A			B	B	D		C			
Approach Vol, veh/h		1099			1736			1311				
Approach Delay, s/veh		0.2			12.1			36.4				
Approach LOS		A			B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		66.2				66.2		33.8				
Change Period (Y+Rc), s		6.4				6.4		6.1				
Max Green Setting (Gmax), s		53.6				53.6		33.9				
Max Q Clear Time (g_c+I1), s		2.0				23.0		23.5				
Green Ext Time (p_c), s		32.8				22.9		4.1				
Intersection Summary												
HCM 2010 Ctrl Delay				16.6								
HCM 2010 LOS				B								
Notes												

HCM 2010 Signalized Intersection Summary

7: Bernardo Center Dr & Rancho Bernardo Rd






















3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	289	756	379	150	766	170	462	520	280	200	310	122
Future Volume (veh/h)	289	756	379	150	766	170	462	520	280	200	310	122
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	304	797	398	158	806	179	486	547	295	211	326	128
Adj No. of Lanes	2	2	1	2	2	0	2	2	0	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	362	1317	553	218	903	201	544	693	373	277	831	525
Arrive On Green	0.10	0.35	0.35	0.06	0.31	0.31	0.16	0.31	0.31	0.08	0.23	0.23
Sat Flow, veh/h	3548	3725	1563	3442	2872	638	3442	2221	1196	3442	3539	1550
Grp Volume(v), veh/h	304	797	398	158	497	488	486	436	406	211	326	128
Grp Sat Flow(s),veh/h/ln	1774	1863	1563	1721	1770	1740	1721	1770	1648	1721	1770	1550
Q Serve(g_s), s	9.2	19.3	24.2	4.9	29.3	29.3	15.2	24.6	24.7	6.6	8.5	6.5
Cycle Q Clear(g_c), s	9.2	19.3	24.2	4.9	29.3	29.3	15.2	24.6	24.7	6.6	8.5	6.5
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	362	1317	553	218	557	547	544	552	514	277	831	525
V/C Ratio(X)	0.84	0.61	0.72	0.73	0.89	0.89	0.89	0.79	0.79	0.76	0.39	0.24
Avail Cap(c_a), veh/h	362	1317	553	257	581	571	559	731	681	411	1291	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	29.2	30.7	50.4	35.8	35.8	45.3	34.4	34.4	49.4	35.4	26.3
Incr Delay (d2), s/veh	15.8	0.8	4.5	8.1	15.6	15.8	16.5	4.3	4.6	4.7	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	10.0	11.1	2.6	16.8	16.5	8.5	12.6	11.8	3.3	4.2	2.8
LnGrp Delay(d),s/veh	64.2	30.0	35.3	58.5	51.4	51.6	61.8	38.7	39.1	54.1	35.7	26.5
LnGrp LOS	E	C	D	E	D	D	E	D	D	D	D	C
Approach Vol, veh/h	1499				1143				1328			
Approach Delay, s/veh	38.3				52.5				47.3			
Approach LOS	D				D				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.3	45.0	21.7	31.6	15.6	40.7	13.2	40.1				
Change Period (Y+Rc), s	4.4	6.2	4.4	5.9	4.4	* 6.2	4.4	* 5.9				
Max Green Setting (Gmax), s	8.2	38.1	17.8	40.0	11.2	* 36	13.1	* 45				
Max Q Clear Time (g_c+I1), s	6.9	26.2	17.2	10.5	11.2	31.3	8.6	26.7				
Green Ext Time (p_c), s	0.1	8.8	0.1	9.0	0.0	3.2	0.3	7.5				
Intersection Summary												
HCM 2010 Ctrl Delay	44.6											
HCM 2010 LOS	D											
Notes												

HCM 2010 Signalized Intersection Summary

8: West Bernardo Dr & Duenda Rd












3/17/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	140	141	90	90	80	74	170	110	130	230	20
Future Volume (veh/h)	30	140	141	90	90	80	74	170	110	130	230	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	152	153	98	98	87	80	185	120	141	250	22
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	197	198	186	195	166	102	366	226	183	723	63
Arrive On Green	0.23	0.23	0.23	0.10	0.10	0.10	0.06	0.17	0.17	0.10	0.22	0.22
Sat Flow, veh/h	1774	845	851	1774	1863	1583	1774	2105	1299	1774	3287	287
Grp Volume(v), veh/h	33	0	305	98	98	87	80	154	151	141	134	138
Grp Sat Flow(s),veh/h/ln	1774	0	1696	1774	1863	1583	1774	1770	1634	1774	1770	1805
Q Serve(g_s), s	0.8	0.0	8.7	2.7	2.6	2.7	2.3	4.1	4.4	4.0	3.3	3.4
Cycle Q Clear(g_c), s	0.8	0.0	8.7	2.7	2.6	2.7	2.3	4.1	4.4	4.0	3.3	3.4
Prop In Lane	1.00		0.50	1.00		1.00	1.00		0.79	1.00		0.16
Lane Grp Cap(c), veh/h	414	0	395	186	195	166	102	308	284	183	389	397
V/C Ratio(X)	0.08	0.00	0.77	0.53	0.50	0.52	0.78	0.50	0.53	0.77	0.34	0.35
Avail Cap(c_a), veh/h	682	0	652	614	645	548	307	681	628	409	783	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	18.6	22.1	22.0	22.0	24.2	19.4	19.5	22.7	17.1	17.1
Incr Delay (d2), s/veh	0.1	0.0	3.2	2.3	2.0	2.5	12.2	1.3	1.5	6.6	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	4.4	1.5	1.4	1.3	1.5	2.1	2.1	2.3	1.7	1.7
LnGrp Delay(d),s/veh	15.7	0.0	21.9	24.4	24.0	24.6	36.4	20.7	21.1	29.3	17.6	17.7
LnGrp LOS	B		C	C	C	C	D	C	C	C	B	B
Approach Vol, veh/h		338			283			385			413	
Approach Delay, s/veh		21.3			24.3			24.1			21.6	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	14.0		17.1	8.0	16.4		10.5				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	12.0	20.0		20.0	9.0	23.0		18.0				
Max Q Clear Time (g_c+I1), s	6.0	6.4		10.7	4.3	5.4		4.7				
Green Ext Time (p_c), s	0.2	2.7		1.4	0.1	3.0		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				22.7								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary

9: West Bernardo Dr & Via Del Campo















3/17/2016

								
Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	68	540	580	50	200	444		
Future Volume (veh/h)	68	540	580	50	200	444		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	74	587	630	54	217	483		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	96	1958	1488	127	595	531		
Arrive On Green	0.05	0.55	0.45	0.45	0.34	0.34		
Sat Flow, veh/h	1774	3632	3393	282	1774	1583		
Grp Volume(v), veh/h	74	587	337	347	217	483		
Grp Sat Flow(s),veh/h/ln	1774	1770	1770	1813	1774	1583		
Q Serve(g_s), s	3.8	8.1	11.8	11.8	8.5	26.6		
Cycle Q Clear(g_c), s	3.8	8.1	11.8	11.8	8.5	26.6		
Prop In Lane	1.00			0.16	1.00	1.00		
Lane Grp Cap(c), veh/h	96	1958	798	818	595	531		
V/C Ratio(X)	0.77	0.30	0.42	0.42	0.37	0.91		
Avail Cap(c_a), veh/h	225	1958	798	818	764	682		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	42.6	10.9	17.0	17.0	23.0	29.0		
Incr Delay (d2), s/veh	12.3	0.4	1.6	1.6	0.4	13.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.2	4.0	6.1	6.2	4.2	22.4		
LnGrp Delay(d),s/veh	55.0	11.3	18.6	18.6	23.4	42.9		
LnGrp LOS	D	B	B	B	C	D		
Approach Vol, veh/h		661	684		700			
Approach Delay, s/veh		16.2	18.6		36.9			
Approach LOS		B	B		D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		56.0		35.3	9.3	46.7		
Change Period (Y+Rc), s		5.5		* 4.7	4.4	5.5		
Max Green Setting (Gmax), s		50.5		* 39	11.6	34.5		
Max Q Clear Time (g_c+I1), s		10.1		28.6	5.8	13.8		
Green Ext Time (p_c), s		9.7		1.9	0.1	8.0		
Intersection Summary								
HCM 2010 Ctrl Delay			24.1					
HCM 2010 LOS			C					
Notes								

HCM 2010 Signalized Intersection Summary





















10: Bernardo Center Dr & West Bernardo Dr

3/17/2016

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	494	500	0	480	474	437	587	
Future Volume (veh/h)	494	500	0	480	474	437	587	
Number	1	6		2	12	3	18	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863	
Adj Flow Rate, veh/h	526	532		511	504	465	624	
Adj No. of Lanes	2	2		2	2	1	1	
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94	
Percent Heavy Veh, %	2	2		2	2	2	2	
Cap, veh/h	647	1822		954	1744	633	863	
Arrive On Green	0.19	0.51		0.27	0.27	0.36	0.36	
Sat Flow, veh/h	3442	3632		3632	2781	1774	1583	
Grp Volume(v), veh/h	526	532		511	504	465	624	
Grp Sat Flow(s),veh/h/ln	1721	1770		1770	1391	1774	1583	
Q Serve(g_s), s	11.3	6.6		9.5	6.4	17.6	22.8	
Cycle Q Clear(g_c), s	11.3	6.6		9.5	6.4	17.6	22.8	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	647	1822		954	1744	633	863	
V/C Ratio(X)	0.81	0.29		0.54	0.29	0.73	0.72	
Avail Cap(c_a), veh/h	921	2284		1493	2168	751	968	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	30.0	10.7		24.0	6.6	21.6	13.2	
Incr Delay (d2), s/veh	3.8	0.1		0.5	0.1	3.1	2.4	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	5.7	3.2		4.7	2.5	9.1	10.5	
LnGrp Delay(d),s/veh	33.8	10.8		24.5	6.7	24.7	15.5	
LnGrp LOS	C	B		C	A	C	B	
Approach Vol, veh/h		1058		1015		1089		
Approach Delay, s/veh		22.2		15.6		19.4		
Approach LOS		C		B		B		
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	18.9	26.3				45.1		31.9
Change Period (Y+Rc), s	4.4	5.5				* 5.5		4.4
Max Green Setting (Gmax), s	20.6	32.5				* 50		32.6
Max Q Clear Time (g_c+I1), s	13.3	11.5				8.6		24.8
Green Ext Time (p_c), s	1.2	9.2				11.5		2.7
Intersection Summary								
HCM 2010 Ctrl Delay			19.1					
HCM 2010 LOS			B					
Notes								

APPENDIX K




















PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS POST-MITIGATION

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1114	400	713	1356	10	80	10	77	10	10	10
Future Volume (veh/h)	10	1114	400	713	1356	10	80	10	77	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	11	1211	435	775	1474	11	87	11	84	11	11	11
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	18	1108	385	656	2852	21	172	148	124	64	59	43
Arrive On Green	0.01	0.43	0.43	0.37	0.79	0.79	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1774	2561	890	1774	3600	27	1379	1863	1560	342	735	539
Grp Volume(v), veh/h	11	824	822	775	724	761	87	11	84	33	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1681	1774	1770	1857	1379	1863	1560	1616	0	0
Q Serve(g_s), s	0.8	56.9	56.9	48.6	18.9	18.9	5.1	0.7	6.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.8	56.9	56.9	48.6	18.9	18.9	7.4	0.7	6.9	2.3	0.0	0.0
Prop In Lane	1.00		0.53	1.00		0.01	1.00		1.00	0.33		0.33
Lane Grp Cap(c), veh/h	18	766	728	656	1402	1472	172	148	124	165	0	0
V/C Ratio(X)	0.62	1.08	1.13	1.18	0.52	0.52	0.51	0.07	0.68	0.20	0.00	0.00
Avail Cap(c_a), veh/h	54	766	728	656	1402	1472	366	411	344	386	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	64.8	37.3	37.3	41.4	4.8	4.8	58.9	56.0	58.8	56.7	0.0	0.0
Incr Delay (d2), s/veh	29.8	55.1	74.9	96.9	0.3	0.3	2.3	0.2	6.2	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	39.4	41.4	41.3	9.2	9.6	3.2	0.4	3.2	1.2	0.0	0.0
LnGrp Delay(d),s/veh	94.6	92.4	112.2	138.3	5.1	5.1	61.2	56.2	65.1	57.3	0.0	0.0
LnGrp LOS	F	F	F	F	A	A	E	E	E	E		
Approach Vol, veh/h		1657			2260			182			33	
Approach Delay, s/veh		102.2			50.8			62.7			57.3	
Approach LOS		F			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	53.0	62.8		15.7	5.7	110.1		15.7				
Change Period (Y+Rc), s	4.4	5.9		* 5.2	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	48.6	56.9		* 29	4.0	* 1E2		29.0				
Max Q Clear Time (g_c+I1), s	50.6	58.9		4.3	2.8	20.9		9.4				
Green Ext Time (p_c), s	0.0	0.0		0.7	0.0	52.2		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay				72.0								
HCM 2010 LOS				E								
Notes												

Year 2035 + Project AM (Mitigated)
3: Project Dwy/Matinal Rd & Rancho Bernardo Rd

PCCD South Education Center





















3/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	920	156	479	1770	20	39	3	120	90	13	150
Future Volume (veh/h)	40	920	156	479	1770	20	39	3	120	90	13	150
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	43	1000	170	521	1924	22	42	3	130	98	14	163
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	980	166	503	2164	25	235	15	367	140	30	181
Arrive On Green	0.03	0.32	0.32	0.28	0.60	0.60	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1774	3028	514	1774	3584	41	739	63	1583	409	128	782
Grp Volume(v), veh/h	43	584	586	521	948	998	45	0	130	275	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1772	1774	1770	1856	803	0	1583	1319	0	0
Q Serve(g_s), s	2.6	35.4	35.4	31.0	50.0	50.4	0.0	0.0	7.5	17.3	0.0	0.0
Cycle Q Clear(g_c), s	2.6	35.4	35.4	31.0	50.0	50.4	5.2	0.0	7.5	22.5	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.02	0.93		1.00	0.36		0.59
Lane Grp Cap(c), veh/h	55	573	574	503	1068	1120	250	0	367	350	0	0
V/C Ratio(X)	0.78	1.02	1.02	1.04	0.89	0.89	0.18	0.00	0.35	0.78	0.00	0.00
Avail Cap(c_a), veh/h	65	573	574	503	1068	1120	286	0	414	386	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.6	37.0	37.0	39.2	18.5	18.6	34.2	0.0	35.1	41.6	0.0	0.0
Incr Delay (d2), s/veh	39.9	42.6	43.1	49.7	9.2	9.2	0.3	0.0	0.6	9.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	24.0	24.1	22.0	27.0	28.4	1.1	0.0	3.3	9.0	0.0	0.0
LnGrp Delay(d),s/veh	92.6	79.6	80.1	88.9	27.7	27.7	34.5	0.0	35.7	51.0	0.0	0.0
LnGrp LOS	F	F	F	F	C	C	C		D	D		
Approach Vol, veh/h		1213			2467			175			275	
Approach Delay, s/veh		80.3			40.6			35.4			51.0	
Approach LOS		F			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.0	42.4		30.0	7.4	72.0		30.0				
Change Period (Y+Rc), s	6.0	* 7		4.6	4.0	6.0		* 4.6				
Max Green Setting (Gmax), s	31.0	* 35		28.0	4.0	63.4		* 29				
Max Q Clear Time (g_c+I1), s	33.0	37.4		24.5	4.6	52.4		9.5				
Green Ext Time (p_c), s	0.0	0.0		0.9	0.0	9.1		2.5				
Intersection Summary												
HCM 2010 Ctrl Delay			52.8									
HCM 2010 LOS			D									
Notes												

HCM 2010 Signalized Intersection Summary

2: Via Del Campo & Rancho Bernardo Rd




















3/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1488	70	49	1069	10	370	10	469	10	10	10
Future Volume (veh/h)	20	1488	70	49	1069	10	370	10	469	10	10	10
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	22	1617	76	53	1162	11	402	11	510	11	11	11
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	30	1666	78	68	1814	17	510	536	448	14	14	14
Arrive On Green	0.02	0.48	0.48	0.04	0.50	0.50	0.29	0.29	0.29	0.02	0.02	0.02
Sat Flow, veh/h	1774	3443	161	1774	3592	34	1774	1863	1558	577	577	577
Grp Volume(v), veh/h	22	828	865	53	572	601	402	11	510	33	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1834	1774	1770	1857	1774	1863	1558	1732	0	0
Q Serve(g_s), s	1.5	55.8	56.7	3.6	29.1	29.1	25.7	0.5	35.4	2.3	0.0	0.0
Cycle Q Clear(g_c), s	1.5	55.8	56.7	3.6	29.1	29.1	25.7	0.5	35.4	2.3	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.02	1.00		1.00	0.33		0.33
Lane Grp Cap(c), veh/h	30	856	887	68	894	938	510	536	448	42	0	0
V/C Ratio(X)	0.72	0.97	0.98	0.78	0.64	0.64	0.79	0.02	1.14	0.78	0.00	0.00
Avail Cap(c_a), veh/h	88	864	896	72	894	938	510	536	448	410	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	60.2	30.8	31.0	58.6	22.3	22.3	40.4	31.4	43.8	59.7	0.0	0.0
Incr Delay (d2), s/veh	27.2	22.7	23.9	39.1	1.6	1.5	8.1	0.0	85.9	26.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	32.5	34.5	2.5	14.5	15.2	13.8	0.3	25.8	1.4	0.0	0.0
LnGrp Delay(d),s/veh	87.4	53.5	55.0	97.7	23.8	23.8	48.4	31.4	129.7	85.7	0.0	0.0
LnGrp LOS	F	D	D	F	C	C	D	C	F	F		
Approach Vol, veh/h		1715			1226			923			33	
Approach Delay, s/veh		54.7			27.0			93.1			85.7	
Approach LOS		D			C			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	65.4		7.9	6.5	68.0		40.6				
Change Period (Y+Rc), s	4.4	5.9		4.9	4.4	* 5.9		5.2				
Max Green Setting (Gmax), s	5.0	60.1		29.1	6.1	* 59		35.4				
Max Q Clear Time (g_c+I1), s	5.6	58.7		4.3	3.5	31.1		37.4				
Green Ext Time (p_c), s	0.0	0.8		0.1	0.0	21.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				55.4								
HCM 2010 LOS				E								
Notes												

HCM 2010 Signalized Intersection Summary

3: Project Dwy/Matinal Rd & Rancho Bernardo Rd

3/16/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1670	87	268	990	60	58	5	180	50	7	120
Future Volume (veh/h)	120	1670	87	268	990	60	58	5	180	50	7	120
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	130	1815	95	291	1076	65	63	5	196	54	8	130
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	1830	95	308	2109	127	150	10	298	66	22	119
Arrive On Green	0.09	0.53	0.53	0.17	0.62	0.62	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1774	3423	178	1774	3391	205	551	54	1583	186	117	634
Grp Volume(v), veh/h	130	931	979	291	561	580	68	0	196	192	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1831	1774	1770	1827	605	0	1583	937	0	0
Q Serve(g_s), s	10.8	77.5	80.2	24.3	26.3	26.4	0.0	0.0	17.2	12.9	0.0	0.0
Cycle Q Clear(g_c), s	10.8	77.5	80.2	24.3	26.3	26.4	15.3	0.0	17.2	28.2	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.11	0.93		1.00	0.28		0.68
Lane Grp Cap(c), veh/h	153	946	979	308	1100	1136	160	0	298	207	0	0
V/C Ratio(X)	0.85	0.98	1.00	0.95	0.51	0.51	0.43	0.00	0.66	0.93	0.00	0.00
Avail Cap(c_a), veh/h	225	946	979	308	1100	1136	165	0	304	207	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	67.6	34.3	34.9	61.3	15.7	15.7	55.5	0.0	56.4	63.8	0.0	0.0
Incr Delay (d2), s/veh	18.0	25.3	28.7	37.2	0.4	0.4	1.8	0.0	5.0	42.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	44.4	48.0	15.1	12.9	13.3	2.6	0.0	8.0	10.4	0.0	0.0
LnGrp Delay(d),s/veh	85.6	59.6	63.6	98.5	16.1	16.1	57.3	0.0	61.4	106.7	0.0	0.0
LnGrp LOS	F	E	E	F	B	B	E		E	F		
Approach Vol, veh/h	2040				1432				264		192	
Approach Delay, s/veh	63.2				32.8				60.4		106.7	
Approach LOS	E				C				E		F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.0	87.2		32.8	16.9	100.3		32.8				
Change Period (Y+Rc), s	4.0	7.0		4.6	4.0	* 7		* 4.6				
Max Green Setting (Gmax), s	26.0	80.2		28.2	19.0	* 88		* 29				
Max Q Clear Time (g_c+I1), s	26.3	82.2		30.2	12.8	28.4		19.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	41.9		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay	54.0											
HCM 2010 LOS	D											
Notes												

APPENDIX H
Parking Impact Analysis Memo

MEMORANDUM



To:	Paul Garcia Atkins	Date:	March 24, 2016
From:	John Boarman Cara Hilgesen LLG, Engineers	LLG Ref:	3-15-2464
Subject:	Palomar Community College District, South Education Center – Parking Analysis		

Engineers & Planners

Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
858.300.8810 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

INTRODUCTION

Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to analyze the parking requirements for the South Education Center (SEC), a satellite community college campus proposed by Palomar Community College District (PCCD) in the Community of Rancho Bernardo in the City of San Diego. The site is located approximately 0.8 miles west of Interstate 15 (I-15) on the southeast corner of the Rancho Bernardo Road/Matinal Road intersection. A vacant office building currently occupies the site. The Project proposes to convert the existing 110,000 square foot (SF) vacant office building into a community college specialized education center and utilize the existing parking structure located southwest of the building. The District plans their facilities using the full-time equivalent student (FTES) projections for an academic year. The academic year represents the Fall, Spring and Summer semesters combined. At Opening Day, the District anticipates a total of 1,000 annual FTES. On a per semester basis, the Opening Day FTES amounts to 450 FTES in Fall and Spring semester with 100 FTES expected in the summer session. The maximum enrollment anticipated by the District by Year 2035 is projected at 2,000 annual FTES. This would equate to 900 FTES in the Fall and Spring semesters with 200 FTES expected in the summer session. A total of 35-40 staff members is anticipated with maximum enrollment.

CITY'S MUNICIPAL CODE

The City of San Diego Municipal Code (SDMC) identifies parking requirements in Chapter 14, Article 2, Division 5. Based on a review of the SDMC, parking requirements are not provided for a community college land use. The only education-related land uses mentioned in the code relate to kindergarten through ninth grade, grade 10 through 12 schools, and vocational/trade schools; none of which accurately represent the proposed Project.

OTHER PUBLISHED PARKING RATES

The Institute of Transportation Engineers provides parking rates in their published document, *ITE Parking Generation*, Fourth Edition. The ITE rates differentiate between “junior/community college” and “university/college”. The primary distinction is that a “junior/community college” is a two-year institution and may be either a junior, community or technical college. “University/College” refers to four-year institutions, thus not the proposed Project. The “junior/community college” 85th

percentile rate for peak parking demand is 0.2 spaces per school population, or 4.8 spaces per thousand square feet (KSF) of gross floor area (GFA).

ITE further defines the independent variables of “student” and “school population”. A student is defined as a person who is enrolled in an institution such as a school, college, or university on either a full-time or part-time basis. The number of students refers to the total number of persons enrolled at a facility, not just those present at the time the parking demand study is conducted. “School population” for colleges and universities is defined as the total number of full-time equivalent students plus employees (staff and faculty).

The data collected for calculating the ITE rate was taken from eleven (11) suburban sites and two (2) urban sites. Parking demand was deemed to be similar and thus the data was combined and analyzed together. Of the suburban sites observed, two (2) were identified as having a parking permit system.

An additional resource for published rates, The Urban Land Institute’s document, *The Dimensions of Parking*, Fourth Edition, provides a peak parking demand rate ranging between 0.10-0.50 spaces per student, and 0.80 spaces per staff member for the “university/college” land use. However, the “university/college” land use is distinctly different from a “junior/ community college” for all the reasons explained above.

Attachment A contains excerpts of the published ULI and ITE documents.

Even though ITE provides a “junior/community college” rate separate from a four year university, it is worth noting that a satellite campus is still unique as compared to a typical community college. Further details on these key differences are discussed below.

SITE-SPECIFIC CHARACTERISTICS

The proposed PCCD SEC campus is different from a typical main community college campus. The satellite campus does not have the full complement of services as a full community college campus. Of particular note are the lack of sports fields and extracurricular activities offered to students, and a much lower school population with fewer course and degree program offerings.

The California Postsecondary Education Commission (CPEC) has established *Guidelines for Proposed University Campuses, Community Colleges, and Education Centers* (August 1992). The guidelines have established several differences in comparing “education center” versus “community college”. The CPEC Guidelines define an educational center as “an off-campus enterprise owned or leased by the parent district and administered by a parent college. The center must enroll a minimum of 500 full-time equivalent students, maintain an onsite administration

(typically headed by a dean or director, but not by a president, chancellor, or superintendent), and offer programs leading to the certificates or degrees to be conferred by the parent institution.” In contrast, the *Guidelines* define a community college as “A full-service...institution offering a full complement of lower-division programs and services, usually at a single campus location owned by the district; colleges enroll a minimum of 1,000 full-time-equivalent students. A college will have its own administration and be headed by a president or a chancellor.” In addition, the proposed Project will require reduced administrative staff and space, due to the smaller range of classes and facilities, as compared to a community college. Similarly, maintenance staff and facilities needed to serve the Project site would be reduced as compared to that of a typical community college, as extensive maintenance needs are not anticipated.

Even though the education center is characterized by key differences between its operations and that of a typical community/junior college, no credits were applied to the parking calculations for purposes of being conservative.

REQUIRED PARKING

Based on a thorough review of the rates above, it was determined that the ITE rate was most appropriate for calculating the required parking supply. This rate is specific to “junior/ community colleges” and is based on the full-time equivalent student population which is the District’s independent variable for projecting campus enrollment.

Using the ITE rate of 0.20 spaces per FTES and the 2,000 annual FTES at maximum enrollment, a total of 408 parking spaces would be required:

$$0.20 * (2,000 \text{ FTES} + 40 \text{ staff}) = 408 \text{ parking spaces}$$

Additionally, if the ITE rate per KSF of GFA, a total of 480 spaces would be required.

$$4.8 \text{ spaces} * 110 \text{ KSF} = 480 \text{ parking spaces}$$

PROPOSED PARKING

Per the most current site plan for the satellite campus, a total of 737 parking spaces are proposed. The total parking spaces are provided via a 544-space existing parking structure plus 193-space existing surface lot previously constructed for the office land use.

It can therefore be concluded that the proposed Project adequately meets the required parking using both the student population rate and KSF rate.

AVAILABLE OFF-SITE PARKING

As with most college campuses, the Project will require the purchasing of a parking permit to park on campus. The permit will likely be priced at \$49 per semester. For comparison purposes, a semester-based parking permit at San Diego State University costs \$256 and an annual parking pass at UCSD is currently \$732. Typical with community college campuses, there are the occasional students who may choose to park off-site on nearby local streets to avoid a semester-based parking permit fee. Due to the potential of this occurrence, an off-site parking demand study was conducted in the adjacent residential community of Westwood. The study area was selected by drawing a ¼-mile radius from the main campus driveway at the Rancho Bernardo Road/ Matinal Road intersection. The ¼-mile radius was selected consistent with published standards for determining the comfortable walking distance between a transit station or stop and a place of employment.

Figure 1 at the end of this memo shows the parking demand study area.

Within the selected study area, the total on-street parking supply was counted at 511 spaces. The supply amount was calculated by measuring the curb length where on-street curbside parking was permitted along residential streets and discounting any driveways, intersections and red curbs. A conservative length of 25 feet per vehicle was used in the calculations.

The peak periods for conducting parking occupancy counts were selected based on the anticipated class schedule and the peak times for students to be on-site. It also considered the peak times that residents would be parking along local streets; after commuter work hours and on weekends. The times for which occupancy counts were collected were as follows:

Thursday December 10, 2015	10:00 AM	2:00 PM	6:00 PM
Tuesday December 15, 2015	10:00 AM	2:00 PM	6:00 PM
Saturday December 12, 2015	11:00 AM	–	–

Table 1 at the end of this memo shows the results of the parking occupancy counts. This table shows that the demand for parking on these streets is very low. For example, of the approximately 511 total spaces available on residential streets, a maximum of 110 spaces were occupied (22%) during the weekday 10:00 AM timeframe, a maximum of 93 spaces were occupied (18%) during the weekday 2:00 PM timeframe, a maximum of 136 spaces were occupied (27%) during the weekday 6:00 PM timeframe, and a total of 110 spaces were occupied (22%) on a Saturday at 11:00 AM.

Based on the observed parking demand, there is a large amount of existing on-street parking available within the Westwood community that could serve the parking needs of those students who choose to park off campus.

However, even though there is an adequate parking supply available to accommodate students parking on local streets, there are deterring factors that make this option less desirable than parking on campus. The connectivity of the residential streets in the Westwood community to campus is limited to Matinal Road and Olmeda Way, with only Matinal Road providing a crosswalk at the intersection with Rancho Bernardo Road. The neighborhood is designed in typical suburban cul-de-sac fashion, limiting the walkability within the area and thus, access to campus. For example, any students parking at the midpoint on Florinda Road would have to walk a distance of between 0.65 and 0.85 miles, meandering through the local streets, to reach the main building on campus. In addition, there are several grade changes along these routes. Along Matinal Road from Capilla Road to Rancho Bernardo Road, the most direct route to campus, the elevation changes from 605 feet above mean sea level (amsl) to 640 feet amsl; a steady incline of 35 feet over a distance of 0.15 miles, or a 4% grade which is considered steep. Also, the driveway onto campus from Rancho Bernardo Road to the first main building slopes at an approximately 3% grade, further discouraging students from parking off campus.

Figure 2 shows the routes student would have to walk should they decide to park on residential streets and the changes in elevation.

CONCLUSION

The proposed Project is unique in that it functions differently from a main community college campus, i.e. lack of sports fields and extracurricular activities offered to students, much lower school population and fewer course offerings. This reasoning was the impetus for utilizing a site-specific trip generation rate in the EIR traffic study. The resulting trip generation rate used in the analysis was over 50% lower than the published rates. Typically, trip generation rates and parking rates are complementary of each other in that any unique characteristics noted in a trip generation survey are likely to be reflected in the parking demand.

Since site-specific parking information was not available, a thorough review of published parking rates was conducted to determine the parking requirements for the PCCD SEC satellite campus. The Institute of Transportation Engineers rate of 0.20 spaces per school population was deemed appropriate for use in this assessment given it was specific to two-year “junior/ community college” campuses. The resulting parking requirement for the Project using the ITE rate is 408 or 480 parking spaces. The campus proposes to provide 737 spaces, thus meeting the requirements of ITE.

Given the likelihood that the Project will impose a parking permit fee (likely in the range of \$40 per semester), there is the potential for students to instead choose to park in the nearby residential areas. As part of this analysis, an off-site on-street parking demand study was conducted in the nearby community of Westwood. This

community is in close proximity to the campus and although adequate supply is provided on campus, students may choose to forgo paying for the parking permit and park in the residential community. A parking occupancy count was conducted during typical peak times for campus activity. The results of the counts indicate that at most, 27% of the supply was occupied by parked vehicles, leaving an adequate supply of on-street parking available for students, should they choose to park off campus. However, although there was ample parking observed within the Westwood community, the lack of walkability and connectivity of the neighborhood, and the changes in elevation along walking routes are likely to deter most students from parking off-site.

To conclude, the Palomar SEC satellite campus meets the published ITE requirements for providing on-site parking and although there is the possibility for students to park off-site in the local community, there is a sufficient supply of parking provided on local streets and the amount of students parking off-site would likely be nominal given the less than desirable walking conditions.

Please call if you have any questions. Thank you.

cc: File
Arnold Torma, KOA Corporation
Jeff Chine, Allen Matkins
Dennis Astl, PCCD

TABLE 1
EXISTING PARKING OCCUPANCY

Roadway	Parking Supply		Parking Occupancy													
			Weekday												Weekend	
			Thursday 12/10/15						Tuesday 12/15/15						Saturday 12/10/15	
			10:00 AM		2:00 PM		6:00 PM		10:00 AM		2:00 PM		6:00 PM		11: 00 AM	
	Feet	Veh	Veh	%	Veh	%	Veh	%	Veh	%	Veh	%	Veh	%	Veh	%
Via Del Campo	1,140	45	8	18%	9	20%	8	18%	7	16%	7	16%	7	16%	4	9%
Broken Bow Court	1,200	48	2	4%	2	4%	2	4%	4	8%	2	4%	8	17%	7	15%
Matinal Road	1,560	62	20	32%	17	27%	17	27%	17	27%	15	24%	22	35%	23	37%
Florindo Road	2,840	113	31	27%	23	20%	26	23%	22	19%	20	18%	33	29%	37	33%
Capilla Road	3,220	128	32	25%	23	18%	34	27%	25	20%	25	20%	40	31%	45	35%
Palacio Place	730	29	6	21%	5	17%	12	41%	5	17%	7	24%	12	41%	10	34%
Palacio Court	530	21	8	38%	7	33%	5	24%	4	19%	4	19%	4	19%	6	29%
Capilla Place	300	12	0	0%	1	8%	1	8%	0	0%	2	17%	0	0%	1	8%
Olmeda Way	520	20	0	0%	0	0%	0	0%	0	0%	0	0%	1	5%	0	0%
Capilla Court	380	15	3	20%	3	20%	4	27%	5	33%	9	60%	4	27%	2	13%
Lucera Place	230	9	0	0%	1	11%	4	44%	3	33%	2	22%	4	44%	5	56%
Lucera Court	240	9	0	0%	2	22%	0	0%	0	0%	0	0%	1	11%	1	11%
TOTAL	12,890	511	110	22%	93	18%	113	22%	92	18%	93	18%	136	27%	141	28%

General Notes:

1. Veh = Vehicles
2. Parking supply calculated by measuring length of street segments allowing curbside parking exclusive of residential driveways, red curbs and intersection breaks. A conservative 25' per parking space was assumed.
3. Shading indicates maximum observed parking occupancy for weekday and weekend timeframes.

FIGURE 1
PARKING DEMAND STUDY AREA

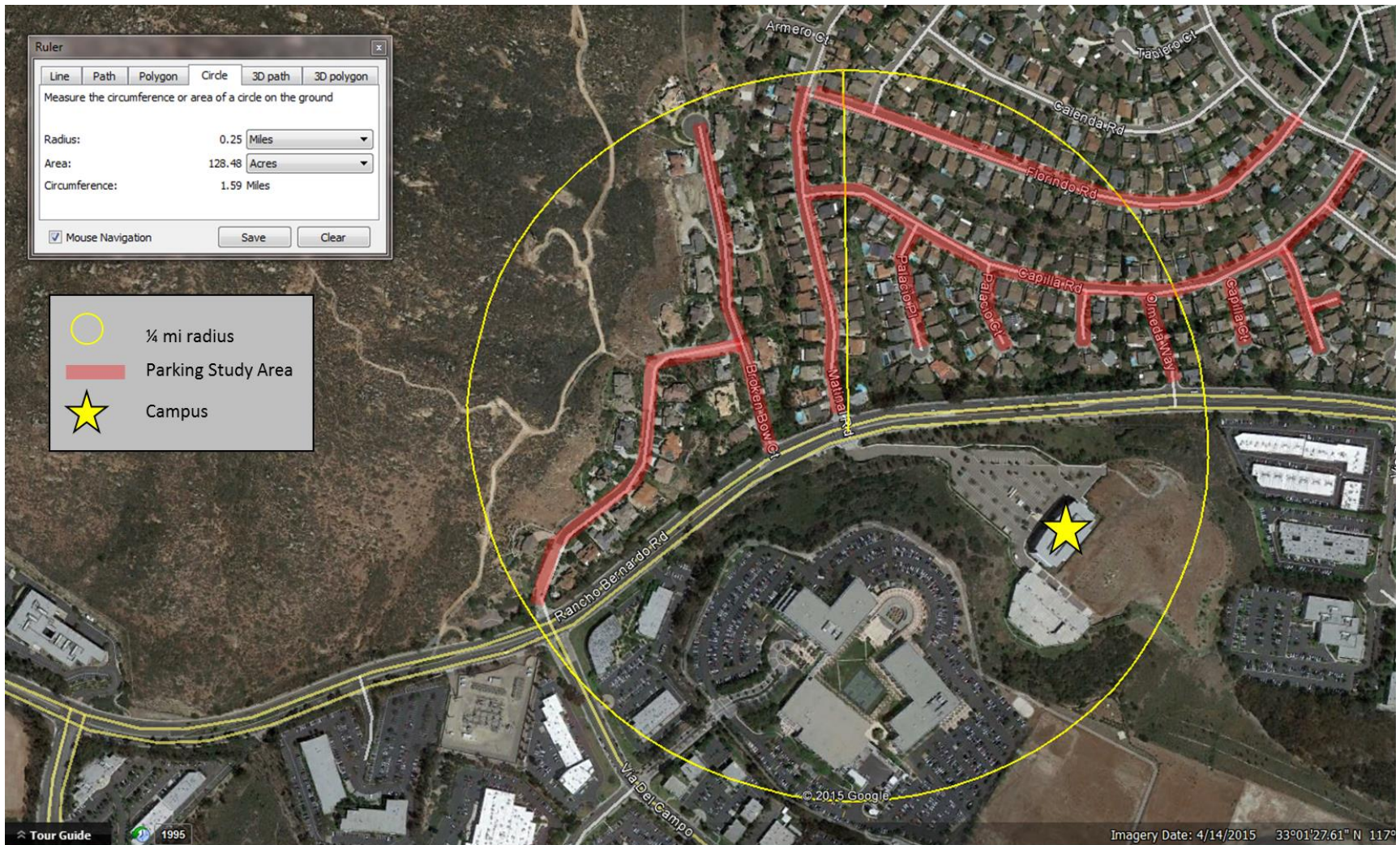


FIGURE 2
WALKING ROUTES & ELEVATION CHANGES



ATTACHMENT A
PUBLISHED PARKING RATES

4th Edition

2010

Parking Generation



Institute of Transportation Engineers

building. GLA is the area for which tenants pay rent; it is the area that produces income. In the retail business, GLA lends itself readily to measurement and comparison; thus, it has been adopted by the shopping center industry as its standard for statistical comparison. Accordingly, GLA is used in this report for shopping centers. For strip centers, discount stores and freestanding retail facilities, GLA usually equals GFA.

School Population: For colleges and universities, population is defined as the total number of full-time equivalent students plus employees (staff and faculty). The specific number of students, staff and faculty should be included separately in notes on the data submission form.

Student: A student is defined as a person who is enrolled in an institution such as a school, college, or university on either a full-time or part-time basis. The number of students refers to the total number of persons enrolled at a facility, not just those present at the time the study is conducted.

Parking Generation Terms

Area Type: Parking demand study sites are categorized by area type, if known. For some land uses, parking demand ratios are presented for different area types.

- **Urban** locations comprise any of the following three area types:

- **Central Business District (CBD)** is the downtown area for a city. CBD characteristics include good transit service, parking garages, shared parking, an extensive pedestrian sidewalk network, multi-story buildings, priced parking and a wide range of land uses (including mixed-use sites). Because of these characteristics, the analyst must take extra care to make sure only to obtain information

for parking attributed to the land use(s) being considered (or only that parking for a defined mixed-use site).

- **Central City, Not Downtown (CND)** is the area outside the downtown area of a larger city. This area has greater land use density than suburban sites but is substantially less dense than the CBD. The intent of this area designation is for the areas around large central cities (for example, Seattle, San Francisco, Oakland, Atlanta, or Washington, DC) where travel characteristics are likely to be unlike suburban conditions. The analyst must assess whether characteristics (for example, transit, demand management, pricing, shared parking) are sufficiently different than a suburban setting to justify this designation.
- **Suburban Center (SBC)** areas are those downtown areas of suburbs that have developed CBD characteristics but are not the central city of a metropolitan region. These activity centers have characteristics that may include good transit service, a mix of surface and structured parking, connected streets, a connected pedestrian network and a mix of land uses. Without distinctive transit, pedestrian and shared/consolidated parking features, the SBC designation should not be used in lieu of suburban. Examples include the downtown areas of Bellevue, WA; Las Colinas, TX; and Walnut Creek, CA.
- **Suburban (SUB)** locations are outside the central city of a metropolitan area. Characteristics may include limited transit services, surface parking, less-than-complete pedestrian networks, predominance of single-story buildings, sites with isolated land uses and larger groupings of homogeneous land uses.
- **Rural (RUR)** areas are located outside a metropolitan region.

Land Use: 540 Junior/Community College

Description

This land use includes two-year junior, community, or technical colleges. Four-year (or more) colleges or universities are described in university/college (Land Use 550). A number of two-year institutions have sizable evening programs.

Database Description

The database consisted of eleven suburban sites and two urban sites. Parking demand at the urban sites was similar to that of the suburban sites and, therefore, the data were combined and analyzed together.

Transit services were located within three blocks of all sites except two suburban sites that did not provide transit information.

- Average parking supply ratio: 0.2 spaces per total number of students, faculty and employees (school population) and 4.8 spaces per 1,000 square feet (sq. ft.) gross floor area (GFA).

Two of the suburban sites reported that a parking permit system was employed. The remaining sites did not report whether parking was free or priced. Data were insufficient from which to estimate an effect of different pricing policies on parking demand for this land use.

One study was submitted for a site that was identified as a technical college. This site exhibited parking characteristics that were different from the other junior/community colleges that were included in this land use and it was therefore excluded from the data plot. The technical college had 1,500 students and a peak parking demand of 0.82 vehicles per student (total school population data were not available). Data were collected only between 8:00 and 9:00 a.m. at this site.

Land Use: 540 Junior/Community College

Although most of the sites provided evening courses, little data were provided on parking demand after 5:00 p.m. **Caution should be exercised if estimating parking demand for a college with significant numbers of evening classes.**

The following table presents the time-of-day distribution of parking demand at the surveyed suburban sites.

Based on Vehicles per School Population	Weekday	
	Hour Beginning	Percent of Peak Period Number of Data Points*
12:00-4:00 a.m.	—	0
5:00 a.m.	—	0
6:00 a.m.	—	0
7:00 a.m.	10	2
8:00 a.m.	70	4
9:00 a.m.	86	7
10:00 a.m.	100	7
11:00 a.m.	92	7
12:00 p.m.	88	7
1:00 p.m.	85	7
2:00 p.m.	81	6
3:00 p.m.	70	4
4:00 p.m.	55	5
5:00 p.m.	55	4
6:00 p.m.	64	3
7:00 p.m.	70	3
8:00 p.m.	—	0
9:00 p.m.	—	0
10:00 p.m.	—	0
11:00 p.m.	—	0

*Subset of database

For all school uses, it is important to collect data on the total number of students, faculty and employees in order to accurately measure parking demand for the site. It is important to specify the type of junior/community college.

Parking demand observations should also include evening hours and when special events occur at the site.

Future studies should provide information on any existing parking program, parking permit fees or transportation demand management programs.

Additional Data

Quality of transit access may play a role in the parking demand for junior/community colleges.

Study Sites/Years

Canada:
Coquitlam, BC (1991)

Land Use: 540

Junior/Community College

United States:

Valhalla, NY (1991); Clackamas, OR (1995); Portland, OR (1995); Lincroft, NJ (1996); Lansing, MI (2000); Santa Barbara, CA (2002); Oxnard, CA (2003); Ventura, CA (2003); Moorpark, CA (2004); Oregon City, OR (2004); Santa Barbara, CA (2009)

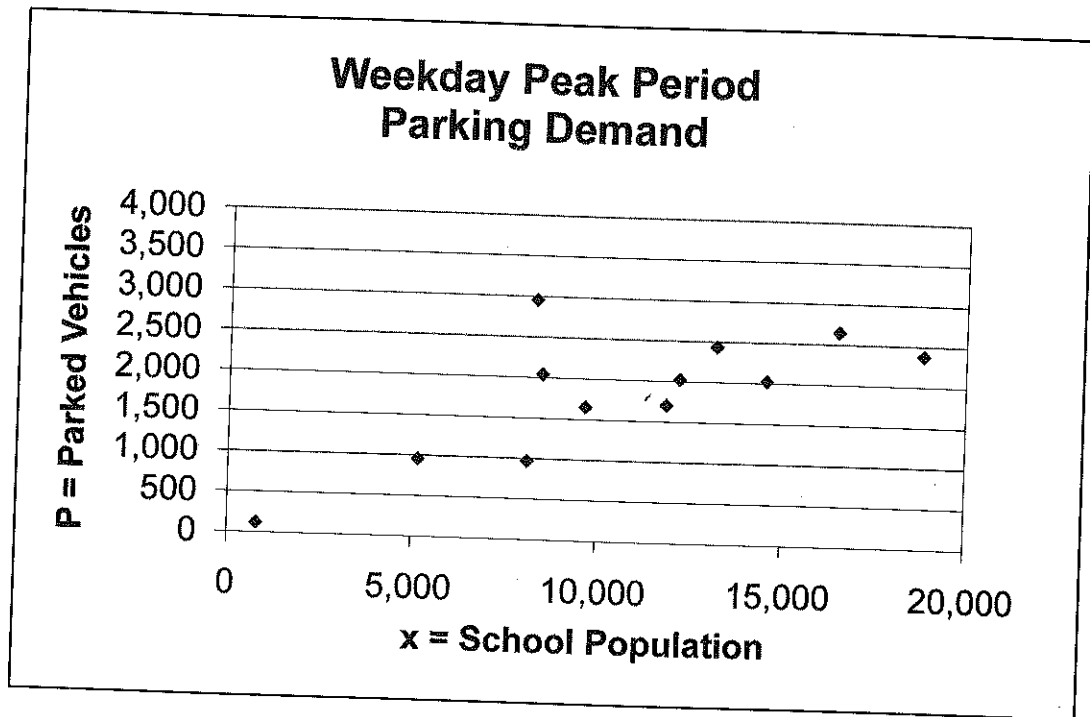
4th Edition Source Numbers

1015, 1130

Land Use: 540 Junior/Community College

Average Peak Period Parking Demand vs. School Population On a Weekday

Statistic	Peak Period Demand
Peak Period	10:00–11:00 a.m.
Number of Study Sites	12
Average Size of Study Sites	11,000
Average Peak Period Parking Demand	0.18 vehicles per school population
Standard Deviation	0.06
Coefficient of Variation	36%
Range	0.12–0.36 vehicles per school population
85th Percentile	0.20 vehicles per school population
33rd Percentile	0.15 vehicles per school population



THE DIMENSIONS OF PARKING

FOURTH EDITION



FIGURE 3-2

RANGES OF GENERATION FACTORS

Land Use	Peak Space Factor	Unit	Short-Term Percent
Shopping Center >600,000 sq. ft.	4.5 spaces	Per 1,000 square feet GLA	80
Shopping Center <600,000 sq. ft.	4.0-4.5 spaces	Per 1,000 square feet GLA	80
Office	0.50-3.00 spaces	Per 1,000 square feet GLA	10
Office	0.10-0.75 space	Per employee	10
Medical Center	0.75-4.50 spaces	Per bed	33
Medical Center	0.10-0.75 space	Per employee	33
Industrial	0.67-3.50 spaces	Per 1,000 square feet GLA	10
Industrial	0.36-1.60 spaces	Per employee	10
University/College	0.10-0.50 space	Per student	NA
	0.80 space	Per staff person	NA
Cinema	10-85 spaces	Per screen	100
Hotel	0.20-1.50 spaces	Per room	NA
Restaurant	5-25 spaces	Per 1,000 square feet GLA	90
Residential	0.20-2.00 spaces	Per unit	NA

Sources: ULI—the Urban Land Institute and ICSC, *Parking Requirements for Shopping Centers*, Second Edition (Washington, D.C.: ULI, 1999); ULI—the Urban Land Institute, *Shared Parking* (Washington, D.C.: ULI, 1983); and Barton-Aschman Associates, Inc., for survey data.

uses that will generate parking demand. Land uses should be defined in terms of square footage and/or number of employees by type of use (retail, restaurant, private office, government office, medical facility, hotel, special generator, or other). Units of measurement include seats, rooms, and other units.

The most difficult yet most important step is to calibrate the raw factors to reflect local conditions. First, the analyst should conduct a field count of peak parking occupancy for the representative land use or uses—one building or one area. Next, the analyst uses the unadjusted parking generation factors to estimate peak parking occupancy by multiplying each factor by the appropriate quantified land use. For example, the retail factor (parkers per 1,000 square feet) is multiplied by the number of thousands of square feet of retail. Finally, the analyst compares the two results—counts and estimates. The first comparison is likely to show a difference. If so, the analyst performs a series of iterations to adjust the factors until the results agree, that is, until the estimates match the field counts. The process is easier and more accurate if employees and visitors can be stratified as long- and short-term parkers. When the calibration is completed, the analyst can use the resulting factors or model to estimate parking demand.

Tips on Estimating Demand

If a project involves more than one land use with integrated parking facilities, the analyst should consider adjustments for

shared parking. Substantial parking space reductions may result when variation in peak demand by time of day and season is taken into account. It should be noted, however, that the concept of shared parking applies only if parking is fully integrated into a multiuse project and a significant number of spaces are not reserved.

The most accurate projection of parking demand derives from a thorough understanding of the development program and/or existing conditions, the availability of sound data, and the accurate identification of local factors. To this end, a parking demand study should be conducted at a comparable site or sites and include a detailed parking occupancy survey that determines the availability of existing parking. It may also be helpful to survey patrons or employees at comparable facilities to determine travel patterns, automobile occupancy, and length of stay.

The use of a computer spreadsheet to assist in calculating parking demand permits a greater emphasis on sensitivity analysis. A computerized analysis makes it easy to answer the "what if" questions: What if automobile occupancy changes, or transit use increases, or shared parking is expanded? But, as with most computer applications, good software is not a substitute for reliable data.

How Do I Begin?

Probably the most important question related to a parking demand study is the nature of the information that must be collected. The answer to this question varies by type of proj-

ERRATA SHEET TO THE FINAL EIR

The following text is added to page 3-12 of the Palomar Community College District South Education Center Final Environmental Impact Report (“Final EIR”), as the last paragraph in Section 3.4, Project Assumption and Design Features:

“Parking Fee for On-Campus Parking. In the first academic year after opening, the PCCD will not charge students for parking. Thereafter, the PCCD will annually revisit the issue of whether to charge for parking.”

The following text on page 4.8-17 of the Final EIR under “Phil’s Barbeque” under Section 4.8.3.1 Issue 1 – Increases in Traffic is revised to read:

“This restaurant would be a remodel of the former 7,720 SF Elephant Bar Restaurant. At the time of data collection, the former restaurant had already been closed. Therefore, using the City of San Diego trip generation rates for quality high turnover restaurant (sit down) at ~~100~~ 130 trips per KSF, a total of ~~772~~ 1,004 ADT with ~~5~~ 40 inbound/ ~~4~~ 40 outbound AM peak hour trips and ~~43~~ 48 inbound/ ~~18~~ 32 outbound PM peak hour trips were assigned to the study area for inclusion in the traffic analysis.”

The attached page replaces Page 22 of Appendix G- Traffic Impact Analysis to the Final EIR.

The attached two pages replace Pages 5 and 6 of Appendix H - Parking Impact Analysis Memo to the Final EIR.

Replacement Page for Appendix G - Traffic Impact Analysis to the Final EIR

turnover (sit-down) restaurant at 100-130 trips per KSF, a total of 772-1,004 ADT with 5-40 inbound/ 4-40 outbound AM peak hour trips and 43-48 inbound/ 18-32 outbound PM peak hour trips were assigned to the study area for inclusion in the traffic analysis.

**TABLE 7-1
CUMULATIVE DEVELOPMENT PROJECTS SUMMARY**

No.	Name	Project	ADT ^a	AM		PM		Status
				In	Out	In	Out	
1	Sharp Rees-Stealy Medical Office	100 KSF medical office (Net 46 KSF Relocation)	2,130	102	26	64	149	Under Construction
2	Del Sur Shopping Center	Commercial Shopping Center	1,000	25	25	25	25	Under Construction
3	Phil's BBQ	7.7 KSF Restaurant	<u>772-1,004</u>	<u>540</u>	<u>440</u>	<u>43-48</u>	<u>18-32</u>	Under Construction
Total Cumulative Projects			<u>3,902-4,134</u>	<u>132-167</u>	<u>55-91</u>	<u>132-137</u>	<u>57-206</u>	—

Footnotes:

- a. Average daily traffic.

7.2 Network Conditions

The segment of Rancho Bernardo Road between the I-15 Northbound Ramps to Bernardo Center Drive is planned to be improved to its Community Plan classification as a Six-Lane Major per the *Rancho Bernardo Public Facilities Financing Plan (PFFP) FY 2013*, Project No. T-6. The widening is fully funded by the Black Mountain Ranch Facilities Benefit Assessment (FBA) with a date of completion anticipated for FY 2016/2017.

The intersection of West Bernardo Drive at Bernardo Center Drive is planned to be improved to provide an additional thru lane on Bernardo Center Drive in the southwesterly direction to ultimately provide two right-turn lanes, two thru lanes, one U-turn lane. This is identified as Project No. T-45 in the *Black Mountain Ranch PFFP FY 2015*. The improvements are fully funded by the Black Mountain Ranch FBA with a date of completion anticipated for FY 2016.

However, the completion date for these projects is contingent on the development progress of Black Mountain Ranch. It was therefore decided to conservatively assume these improvements would not be completed by Opening Day Year 2018, but would be completed by Year 2035.

Replacement Pages for Appendix H - Parking Impact Analysis Memo to the Final EIR

However, even though there is an adequate parking supply available to accommodate students parking on local streets, there are deterring factors that make this option less desirable than parking on campus. The connectivity of the residential streets in the Westwood community to campus is limited to Matinal Road and Olmeda Way, with only Matinal Road providing a crosswalk at the intersection with Rancho Bernardo Road. The neighborhood is designed in typical suburban cul-de-sac fashion, limiting the walkability within the area and thus, access to campus. For example, any students parking at the midpoint on Florinda Road would have to walk a distance of between 0.65 and 0.85 miles, meandering through the local streets, to reach the main building on campus. In addition, there are several grade changes along these routes. Along Matinal Road from Capilla Road to Rancho Bernardo Road, the most direct route to campus, the elevation changes from 605 feet above mean sea level (amsl) to 640 feet amsl; a steady incline of 35 feet over a distance of 0.15 miles, or a 4% grade which is considered steep. Also, the driveway onto campus from Rancho Bernardo Road to the first main building slopes at an approximately 3% grade, further discouraging students from parking off campus.

Figure 2 shows the routes student would have to walk should they decide to park on residential streets and the changes in elevation.

CONCLUSION

The proposed Project is unique in that it functions differently from a main community college campus, i.e. lack of sports fields and extracurricular activities offered to students, much lower school population and fewer course offerings. ~~This reasoning was the impetus for utilizing a site-specific trip generation rate in the EIR traffic study. The resulting trip generation rate used in the analysis was over 50% lower than the published rates. Typically, trip generation rates and parking rates are complementary of each other in that any unique characteristics noted in a trip generation survey are likely to be reflected in the parking demand.~~

Since site-specific parking information was not available, a thorough review of published parking rates was conducted to determine the parking requirements for the PCCD SEC satellite campus. The Institute of Transportation Engineers rate of 0.20 spaces per school population was deemed appropriate for use in this assessment given it was specific to two-year “junior/ community college” campuses. The resulting parking requirement for the Project using the ITE rate is 408 or 480 parking spaces. The campus proposes to provide 737 spaces, thus meeting the requirements of ITE.

~~Given the likelihood that the Project will impose a parking permit fee (likely in the range of \$40 per semester), there is the potential for students to instead choose to park in the nearby residential areas. In the first academic year after opening, the District will not charge students for parking. Thereafter, the District will revisit the issue of~~

whether to charge for parking annually. As such, As part of this analysis, an off-site on-street parking demand study was conducted in the nearby community of Westwood. This community is in close proximity to the campus and although adequate supply is provided on campus, students may choose to forgo paying for the parking permit and park in the residential community. A parking occupancy count was conducted during typical peak times for campus activity. The results of the counts indicate that at most, 27% of the supply was occupied by parked vehicles, leaving an adequate supply of on-street parking available for students, should they choose to park off campus. However, although there was ample parking observed within the Westwood community, the lack of walkability and connectivity of the neighborhood, and the changes in elevation along walking routes are likely to deter most students from parking off-site.

To conclude, the Palomar SEC satellite campus meets the published ITE requirements for providing on-site parking and although there is the possibility for students to park off-site in the local community, there is a sufficient supply of parking provided on local streets and the amount of students parking off-site would likely be nominal given the less than desirable walking conditions.

Please call if you have any questions. Thank you.

cc: File
Arnold Torma, KOA Corporation
Jeff Chine, Allen Matkins
Dennis Astl, PCCD

PALOMAR COLLEGE
Facilities Department

EXHIBIT N-9

Temporary Parking Lot

SUBJECT: Governing Board Approval: June Change Order

PROJECT DESCRIPTION:

Construction of a new, 377 space gravel temporary parking lot on the site of the old baseball field to replace parking lost due to construction of the new parking structure and police station project in Lot #12. The scope includes the demolition of the old baseball field and accessories, creation of a new vehicular access ramp up to Comet Circle, new lighting, stairs, gravel parking with railroad ties with space for approximately 377 vehicles and 30' high fence along the existing softball field. The project also includes an emergency blue phone and ticket vending machine.

DESCRIPTION OF CHANGE:

This Change Order consists of District requested additions to the scope of work that provide enhancements to the existing softball field. These changes include the addition and replacement of windscreen along both foul lines, installation of lights at the new batting cage, installation of a concrete slab beneath the bleacher seating, modifications to the new bio swale to allow for a second section of bleacher seating to be located behind home plate, preparation of an area to receive new Conex boxes for the storage of softball equipment and the installation of a net fence behind the bullpen area.

CORS 2,3,8,19,21,22

GEM Industrial:

Time Impact: 0 days working days

Cost impact: \$38,065.23

<u>GEM Industrial</u>	
Phase I & II Original Contract Value:	\$1,079,680.00
Change Orders to Date:	\$0.00
Proposed Change Orders:	\$38,065.23
Revised Contract Amount:	\$1,117,745.23

FINANCIAL IMPLICATIONS:

The Temporary Parking Lot project is being funded through Proposition M.

The above changes are included in Project Change order #01 and represent a total increase to the overall project in the amount of **\$38,065.23**.

RECOMMENDATION:

It is recommended that the Governing Board approve the Temporary Parking Lot – Change Order #1 in the amount of \$38,065.23.

Order Form # 00032191

EXHIBIT N-10
Lynda.com
A LINKEDIN COMPANY

Expiration Date June 15, 2016

Prepared By Nasir Syed

Email nsyed@lynda.com

Account Name California Community College
Chancellor's Office

Bill To Rico Bianchi

Master Admin Rico Bianchi

Address 1140 West Mission Road
San Marcos, California
92069-1487
United StatesAddress 1140 West Mission Road
San Marcos, California
92069-1487
United States

Phone (760) 744-1150

Phone (760) 744-1150

Email rbianchi@palomar.edu

Email rbianchi@palomar.edu

Accounts Payable
Email**Subscription Information**

Start Date July 1, 2016

End Date June 30, 2019

PO Required*

Billing Frequency Annual

PO Number

Payment Terms Net 30

PO Amount

Subscription Start Date will be the later of the Start Date described above or the date the Order Form is fully executed. *If PO Required = Yes, then provisioning will occur when we receive your PO document.

Product	Description	UOM	QTY	Unit Price	Amount
lyndaEnterprise Academic & Gov't		Users	75,000	USD 6.000	USD 450,000.00
Master Admin Complimentary User		1 User		0.00	0.00
Annual Sub-Total					USD \$450,000.00
Total Order Amount					\$1,350,000.00
Invoice Total for 1-Jul-2016 to 1-Jul-2017					USD 450,000.00
Subsequent Invoices billed in the Service Anniversary Date					USD 450,000.00

This Order Form does not reflect any taxes that may apply. Organizations that are tax exempt may email a copy of their tax exemption certificates to taxexemption@lynda.com

Terms

- Services provided under this Order Form are provided pursuant to LinkedIn's terms and conditions set forth at: <http://business.linkedin.com/lsa> ("LSA"), the terms of which are incorporated into this Order Form.
- Additional usage terms for Services provided under this Order Form are outlined at: <http://www.lynda.com/solutions/serviceusage>.
- Services provided under this Order Form will terminate on the expiration date of the Term or the date terminated by either party as provided in the LSA.
- Order forms with contiguous dates will ensure no gap in service.
- Add-on product orders must end coterminous with the originating contract.
- Future incremental add-on or renewal orders will be at list price at time of purchase.
- Please allow up to 3 business days for account provisioning.
- Except as otherwise provided in the LSA, this is a non-cancelable and non-refundable purchase. I hereby represent that I am an authorized signatory and have read and agreed to the terms of this Order Form.

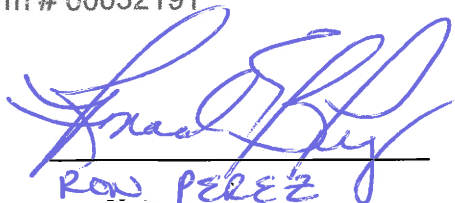
California Community College Chancellor's
Office

lynda.com, a LinkedIn Company

Order Form # 00032191

Lynda.com[®]
A LINKEDIN COMPANY

Signature



Name

RON PEREZ

Business Title

VP FINANCE

Authority Level

Executive

Date

6/8/16

Signature

Emory Wu

Name

Emory Wu

Business Title

Sr. Revenue Analyst

Date

5/16/2016

Additional Lynda.com Content Service Terms

The additional terms below pertain to all Lynda content services and are in addition to the terms outlined in the subscription agreement between the parties. These terms apply to the Lynda content services only.

General. LinkedIn will provision the number of seats purchased by Customer. Customer must purchase one seat for each language library. For each language library, each seat is deemed used/active when a Customer User registers to access the Lynda content service. Each Customer User must have a unique identifier for a login, such as a unique email address or IP address. Aliases are not permitted.

Specific. Additional terms pertaining to each Lynda content service product are listed below.

1. **LyndaEnterprise.** One seat = one User; Customer may archive a User's registration once during each 12 month period during the term of the order form if (i) such User does not access LyndaEnterprise but has registered as a User or (ii) such User is no longer an employee of Customer. Customer may reassign that seat that has been surrendered by the archived User to a new User during such 12-month period. Customer may only reinstate such archived User once during such 12-month period during the term of the order form.

2. **LyndaPro.** One seat = one User; For each LyndaPro seat purchased by Customer, each seat may be transferred up to two times to a different Customer User at any time during the term of the order for any reason.

3. **LyndaCampus.** One seat = one User; Customer may archive a User's registration once during each 12 month period during the term of the order form if (i) such User does not access LyndaCampus but has registered as a User or (ii) such User is no longer a student of Customer. Customer may reassign that seat that has been surrendered by the archived User to a new User during such 12-month period. Customer may only reinstate such archived User once during such 12-month period during the term of the order form.

4. **LyndaKiosk.** For each LyndaKiosk seat purchased by Customer, multiple Customer Users may access the Lynda content via the LyndaKiosk during the term of the order, but only one Customer User may access each LyndaKiosk at one time.

5. **LyndaPro GSA.** One seat = one User; For each LyndaPro GSA seat purchased by Customer, each seat may be transferred an unlimited number of times to a different Customer User at any time during the term of the order for any reason. Product only sold to government entities.

If Customer is a K-12 school or a school district, Customer represents and warrants that it will not allow a child under the age of 13 to access the Lynda content services unless Customer has obtained express written permission from the child's parent or legal guardian. If requested, Customer shall provide documentation of such permission.

About Us

[About Us](#)
[Careers](#)

Products

[Our Plans](#)
[Free Trial](#)

Support

[Support](#)
[Contact Us](#)

Apps

[iPhone & iPad](#)
[Android](#)

Connect





LIBRARY ▾



Log in

[Sign Up](#)

[Start A Free Trial](#) [Reactivate](#)

Solutions for: [Business ▾](#) [Academic ▾](#) [Government ▾](#)

© 2016 Lynda.com, Inc.

[Site Map](#)

[Privacy Policy](#)

[Website Use Policy](#)



If you're in Brazil, [please click here for the Portuguese language version](#).

LINKEDIN SUBSCRIPTION AGREEMENT

This LinkedIn Subscription Agreement, including its exhibits ("LSA"), governs any ordering document executed by the customer identified in that ordering document ("Customer") and the LinkedIn company identified in that ordering document ("LinkedIn"). This LSA, the applicable ordering document, and any other incorporated terms, comprise the complete understanding between the parties on the subject matter ("Agreement").

1. ORDERING AND THE PROVISION OF SERVICES

1.1 Services. Customer may access and use the LinkedIn subscription services offered via LinkedIn's websites to the extent and for the term stated in the ordering document ("Services").

1.2 Affiliates. Customer may allow its Affiliates to access and use the Services only if Customer is fully liable for its Affiliates' use of the Services and compliance with the Agreement. "Affiliate" means an entity that controls, is controlled by, or is under common control with, a party. Customer may allow its Affiliates to purchase Services under the terms of this LSA only if Customer informs LinkedIn in writing of the specific Affiliate authorized to make a purchase ("Authorized Affiliate"). If an Authorized Affiliate executes an ordering document under the terms of this LSA, that Authorized Affiliate will be (a) deemed a "Customer" for that purchase only; and (b) jointly and severally liable with Customer for its use of the Services and compliance with the Agreement.

1.3 Payment. Customer will pay all fees for the Services in accordance with the payment terms stated in the ordering document. For Services that require payment by credit card, LinkedIn will charge Customer's credit card upon receipt of the credit card information and also upon renewals. Customer's purchases are non-cancelable and payment for Services is non-refundable, except as otherwise stated in this LSA. Customer will maintain complete and accurate billing and contact information with LinkedIn.

1.4 Taxes. Customer will pay or reimburse LinkedIn for all federal, state, and local taxes, including sales, use, gross receipts, VAT, GST, or similar transaction taxes imposed on Customer's purchase of Services, unless Customer provides LinkedIn with a valid tax exemption certificate. All taxes payable by Customer will be separately stated and exclusive of the fees. Customer will have no liability for taxes that are statutorily imposed on LinkedIn including taxes or fees measured by LinkedIn's net or gross income.

2. RESPONSIBILITIES

2.1 Use of the Services. Customer will use the Services solely for its intended purpose, as described in Exhibit A. Only Customer-designated employees and contractors are authorized to use the Services ("Customer User"). A Customer User must also be a Member. A "Member" is an individual who signs-up to use LinkedIn's services under LinkedIn's user agreement, currently available at <https://www.linkedin.com/legal/user-agreement>, as amended by LinkedIn from time to time ("User Agreement"). The terms of the User Agreement are incorporated into this LSA. Customer will ensure that Customer Users comply with the User Agreement when using the Service in the capacity as an employee or contractor of Customer, and not when Customer User is using the Service in a personal capacity. Customer will use the Services solely for Customer's internal use and will not provide access to the Services to any third party, except as otherwise permitted in the Agreement. Customer will notify LinkedIn immediately upon learning of any unauthorized use of the Services or any other breach of security relating to the Services. Customer may use content, data and other information about Members that Customer collects in connection with its use of the Services only as needed for use of the Services and as expressly permitted in this LSA. Customer will provide LinkedIn with the information necessary for LinkedIn to provide the Services. LinkedIn may communicate to Customer Users about the Services, including how to use them.

2.2 Handling of Personal Data. If Customer uploads or otherwise provides LinkedIn with Personal Data (defined below) in connection with its use of the Services ("Customer Personal Data"), then LinkedIn, in providing the Services, processes Customer Personal Data on behalf of Customer. Customer is the controller of Customer Personal Data and LinkedIn will process Customer Personal Data (i) in accordance with applicable Data Protection Laws (defined in section 2.3); (ii) in compliance with the written instructions received from Customer including, as applicable, sub-processing as necessary; and (iii) only for the purpose of providing, supporting and improving the Services, using appropriate technical and organizational security measures. "Personal Data" means information about an individual that (a) can be used to identify, contact or locate a specific individual; (b) can be combined with other information that is linked to a specific individual to identify, contact or locate a specific individual; or (c) is defined as "personal data" or "personal information" by applicable laws or regulations relating to the collection, use, storage or disclosure of information about an identifiable individual.

2.3 Compliance with Laws. The parties will comply with all applicable international, federal, state, provincial and local laws relating to (a) corruption practice, bribery, and acts contrary to the public administration including the US Foreign Corrupt Practices Act of 1977, 15 U.S.C. § 78dd-1, et seq.; (b) discrimination against employees or job applicants based on race, color, religion, sex, national origin, veteran status or disability; and (c) the privacy, confidentiality, security and protection of Personal Data including the EU Data Protection Directive 95/46/EC as amended and as implemented in the various European Economic Area countries or any similar and applicable legislation enacted outside of the European Economic Area and security breach notification laws ("Data Protection Laws"). LinkedIn complies with the U.S.-Swiss Safe Harbor Framework as set forth by the U.S. Department of Commerce regarding the collection, use, and retention of Personal Data from Switzerland. With respect to any Customer Personal Data (excluding, for clarity, any Personal Data provided by Members to LinkedIn) of European Union residents, LinkedIn Corporation (as data importer) and Customer (as data exporter) will comply with the applicable standard contractual clauses located at: <https://business.linkedin.com/c/15/10/eu-scc>.

3. CONFIDENTIAL INFORMATION

3.1 Definition. "Confidential Information" means any information disclosed under the Agreement that (a) if tangible, is clearly marked as "Confidential" or with a similar designation; (b) if intangible, is identified as "Confidential" by discloser at time of disclosure and confirmed in writing to recipient as being Confidential Information; or (c) from the relevant circumstances should reasonably be known by recipient to be confidential (e.g. pricing, non-public Personal Data, etc.).

3.2 Exclusions. Confidential Information does not include any portion of the information that recipient can prove (a) was rightfully known to recipient before receipt from discloser; (b) was generally known to the public on the Effective Date; (c) becomes generally known to the public after the Effective Date, through no fault of recipient; (d) was received by recipient from a third party without any confidentiality obligation; or (e) was independently developed by recipient without breach of this section 3.

3.3 Limited Use and Non-Disclosure. Recipient will (a) use Confidential Information solely to fulfill its obligations under the Agreement; (b) protect Confidential Information using the same degree of care it uses to protect its own confidential information of a like nature, but in no event less than a reasonable degree of care; (c) not disclose Confidential Information to any third party except (1) to Affiliates or employees, consultants, and agents who (i) have a need to know it in order to carry out their obligations under the Agreement, and (ii) are under written confidentiality and non-use obligations at least as restrictive as those stated in this LSA or (2) as required by law; and (d) not modify, reverse engineer, decompile, create other works from, or disassemble any Confidential Information, to the extent applicable, unless authorized in writing by discloser.

4. INTELLECTUAL PROPERTY RIGHTS AND OWNERSHIP

No right, title or interest in any intellectual property right transfers to the other party, except for the limited rights stated in the Agreement. Customer is not obligated to provide LinkedIn or its Affiliates with any suggestions, enhancement requests, or other feedback about the Services or related technology. However, if Customer does provide any feedback to LinkedIn, LinkedIn may use and modify it without any restriction or payment.

5. TERM AND TERMINATION

5.1 Term. This LSA is effective on the date the first ordering document is executed by Customer and LinkedIn ("Effective Date") and remains in effect until terminated.

5.2 Termination and Suspension. Either party may terminate this LSA or an ordering document if the other party materially breaches the Agreement and fails to cure the breach within 30 days after receiving notice of the breach. LinkedIn may suspend Customer's access to the Services if Customer is in breach of the Agreement and the suspension will continue for as long as reasonably necessary for Customer to remedy the breach. If all ordering documents under this LSA have expired or been terminated, then either party may terminate this LSA for convenience by providing written notice to the other party.

5.3 Effect of Termination. Termination of this LSA or an ordering document will not relieve Customer from its obligation to pay LinkedIn any fees stated in an ordering document, excluding termination by Customer for LinkedIn's uncured material breach of this LSA. If Customer terminates this LSA or an ordering document because of LinkedIn's uncured material breach, LinkedIn will refund a pro-rata share of any pre-paid fees under the applicable ordering document. Customer will notify Customer Users that their access to the applicable Services has terminated and LinkedIn may remove or discard all content that Customer uploaded or otherwise made available to LinkedIn in accordance with LinkedIn's policies. Termination of an ordering document does not terminate this LSA; however, termination of this LSA will result in the immediate termination of all ordering documents. The provisions of this LSA that by their nature extend beyond the termination of this LSA will survive.

6. NO WARRANTY

The Services are provided "as is". LinkedIn makes no representation or warranty about the Services including any representation that the Services will be uninterrupted or error-free. To the fullest extent permitted under applicable law, LinkedIn disclaims any implied or statutory warranty, including any implied warranty of title, non-infringement, merchantability or fitness for a particular purpose.

7. THIRD-PARTY INDEMNITY

7.1 Indemnification. LinkedIn will defend and indemnify Customer, its Affiliates, and their respective directors, officers and employees from and against all third party claims to the extent resulting from or alleged to have resulted from (a) the Services' infringement of a third party's intellectual property right; or (b) LinkedIn's material breach of the Agreement. Customer will defend and indemnify LinkedIn, its Affiliates, and their respective directors, officers and employees from and against all third party claims to the extent resulting from or alleged to have resulted from (y) the infringement of a third party's intellectual property right by any content, data or other information uploaded into LinkedIn's system or otherwise provided by Customer; or (z) Customer's material breach of the Agreement.

7.2 Indemnification Procedures. Each party will notify the other in writing of any third party claim. The indemnifying party will (a) control the defense of the claim; and (b) obtain the other party's prior written approval of the indemnifying party's settlement or compromise of a claim. The indemnified party will (y) not unreasonably withhold or delay its approval of the request for settlement or compromise; and (z) assist and cooperate in the defense as reasonably requested by the indemnifying party at the indemnifying party's expense.

8. LIMITATION OF LIABILITY

8.1 Damages Waiver. To the fullest extent permitted by law, neither party, including its respective Affiliates, will be liable to the other in connection with the Agreement for lost profits or lost business opportunities, loss of data, or any indirect, incidental, consequential, special or punitive damages.

8.2 Liability Cap. Neither party, including its respective Affiliates, will be liable to the other in connection with the Agreement for an amount that exceeds the total fees paid or payable to LinkedIn during the 12-month period before the event giving rise to the liability. Subject to section 8.3 (b), LinkedIn will not be liable for any unauthorized third party access to Customer's content, data, programs, information, network, or systems (excluding unauthorized third party access directly resulting from the negligent acts or omissions of LinkedIn).

8.3 Exclusions. The limitations of liability stated in sections 8.1 and 8.2, do not apply to a party's (a) confidentiality or indemnification obligations; (b) liability for fraud, gross negligence or intentional misconduct; (c) liability for death or personal injury; or (d) violation of the other party's intellectual property.

9. DISPUTE RESOLUTION

If an issue arises under the Agreement (including non-contractual disputes or claims) and the applicable ordering document was signed by (a) LinkedIn Corporation, then the Agreement is governed by the laws of the State of California, and any action or proceeding (including those arising from non-contractual disputes or claims) related to the Agreement will be brought in a federal court in the Northern District of California; (b) LinkedIn Ireland, then the Agreement is governed by the laws of Ireland, and any action or proceeding (including those arising from non-contractual disputes or claims) related to the Agreement will be brought in Dublin, Ireland; or (c) LinkedIn Singapore, then the Agreement is governed by the laws of Singapore, and any action or proceeding (including those arising from non-contractual disputes or claims) related to the Agreement will be brought in Singapore. Each party irrevocably submits to the jurisdiction and venue of the applicable courts. The prevailing party in any litigation may seek to recover its legal fees and costs.

10. MISCELLANEOUS.

If a conflict exists between any of the terms in the Agreement, then the LSA will govern, followed by the ordering document, and then the User Agreement. If a conflict exists between any of the general terms in the LSA and the relevant exhibits, then the exhibits will prevail to the extent of that inconsistency. Neither party relies on any undertaking, promise, assurance, statement, representation, warranty or understanding (whether in writing or not) of any person (whether party to the Agreement or not) relating to the subject matter of the Agreement, other than as stated in the Agreement. The parties will provide notices in writing and deliver them by commercial overnight courier to the address of the other party stated on the ordering document, unless otherwise stated in the Agreement. Notices are effective on the date of delivery as indicated in the records of the courier. The Agreement does not create a partnership, agency relationship, or joint venture between the parties. Neither party has the power or authority to bind the other or to create any obligation or responsibility on behalf of the other. Under no circumstances will any employee of one party be deemed to be the employee of the other. Neither party will assign this LSA or an ordering document in whole or in part without the other party's prior written consent (which consent will not be unreasonably denied, delayed or conditioned), except an assignment to an Affiliate or a successor that is not a competitor of the non-assigning party, made in connection with a merger or sale of all or substantially all of a party's assets or stock. Any attempted assignment in violation of the foregoing restriction will be void. The Agreement shall bind and inure to the benefit of the parties, their respective successors and permitted assigns. Customer will provide LinkedIn written notification if Customer is purchasing Services through a LinkedIn approved agency. If Customer is an agency binding a client under this LSA, Customer (a) represents and warrants that it has the authority to bind the client to the terms stated in this LSA; (b) will notify LinkedIn in writing of the name and address of its client that will access and use the Services; and (c) remains jointly and severally liable for all obligations of Customer under the Agreement. If the Agreement is translated into a language other than English, the translation is for convenience only, and the English language version will govern. LinkedIn may remotely monitor Customer's use of the Services to ensure compliance with the Agreement. If any provision of the Agreement is unenforceable, that provision will be modified to render it enforceable to the extent possible to affect the parties' intention and the remaining provisions will not be affected. The parties may amend the Agreement only in a written amendment signed by both parties, except for the User Agreement, which may be modified in accordance with its terms. If this LSA or an ordering document will be executed then it can be executed electronically and in counterparts, each of which is deemed to be an original and all of which taken together comprise a single document. Each party represents and warrants to the other that the individual binding a party under this LSA or an ordering document is authorized to do so.

Exhibit A

Service-Specific Terms

The following Service-specific terms are in addition to the terms stated above. Service-specific terms apply to Customer to the extent the specific Service is included in an ordering document. LinkedIn may, in its sole discretion, change, modify, upgrade or discontinue any aspect or feature of a Service in whole or in part.

1. BY SERVICE

1.1 Sales Navigator Service. Customer may use the Sales Navigator Service only to generate sales leads.

1.2 Recruiter Service. Customer will use the Recruiter Service and information about LinkedIn Members only to recruit individuals to become employees and consultants of Customer or its Affiliates, or, if Customer is an approved agency, only to recruit individuals to become employees and consultants of its clients. An agency is classified as a recruitment process outsourcer for a particular client of agency, if agency's Customer User uses that client's name, brand, or logo on Customer User's iMember profile, profile summary, current employer description, or in messaging in the LinkedIn environment ("RPO"). Agency will inform LinkedIn of its RPO classification with a particular client and the name of that client (a) before purchasing any Recruiter Service, and (b) upon a change in classification. An RPO must use Recruiter-Corporate seats to support a client. An RPO must not use Recruiter Professional seats to support a client. If the Customer User is using its client's name, brand, or logo as described above, in conjunction with the RPO's name, brand or logo, its purchase of Recruiter-Corporate is governed by the master subscription agreement between LinkedIn and the RPO. If the Customer User is using its client's name, brand, or logo as described above, in place of the RPO's brand or logo, then its purchase of Recruiter-Corporate seats is governed by the master subscription agreement between LinkedIn and that client. Upon any termination, Customer is responsible for downloading any content, data or other information Customer Users uploaded to LinkedIn's system or otherwise provided to LinkedIn. Customer's breach of this section 1B is deemed a material breach of the LSA.

1.3 Referral Service. Customer will use the Referral Service and information about Members only to recruit individuals to become employees and consultants of Customer or its Affiliates. The Referral Service must integrate with Customer's applicant tracking system ("ATS"). The Referral Service will only operate with certain third party ATSs, as specified in the ordering document. Integration of any ATS to the Referral Service is Customer's sole responsibility. LinkedIn disclaims all liability resulting from or related to any ATS.

1.4 Lynda.com Service. All Customers who purchase a subscription to the Lynda.com Service will have access to the Lynda.com course library. Individual courses that are not part of the course library must be purchased separately for an additional fee. Customer will state the name of its single designated administrator in the ordering document and that administrator will have access to the reporting and management tools. Displaying or publicly performing Lynda.com content in a public setting (including a conference room or classroom) without LinkedIn's prior written consent constitutes an unauthorized use of the content and an infringement of LinkedIn's intellectual property rights. Customer will comply with the Lynda.com Privacy Policy located at <http://www.lynda.com/aboutus/otl-privacy.aspx>. Updates to the Privacy Policy are effective immediately upon posting to the website. If Customer is a school with children in any grade between kindergarten and twelfth grade, or a school district, Customer represents and warrants that it will not allow a child under the age of 13 to access the Lynda.com Service unless Customer has obtained written permission from the child's parent or legal guardian. Customer will promptly provide documentation of the permission upon LinkedIn's request.

1.5 Elevate Service. Customer will maintain a social media policy and ensure that its personnel comply with the policy. Only Customer's designated curator(s) is/are authorized to post content to the Elevate Service. Customer Users who are not curators may only read and forward content. Customer will ensure that it owns or has the necessary licenses, rights, consents, and permissions to the content it posts to the Elevate Service.

2. ADDITIONAL REQUIREMENTS

For Sales Navigator, Recruiter, or Referral Services, Customer (a) will designate in writing one Customer User for each seat it purchases; (b) will promptly provide to and maintain with LinkedIn accurate contact information for each Customer User; and (c) will not, and will not permit a Customer User to, share a Customer User's access to the Services with any other individual. In the event a Customer User ceases employment, takes any type of leave or vacation, or transfers work function, Customer may transfer the Customer User's seat to a different Customer User. LinkedIn reserves the right to limit the number of transfers of each seat.

LinkedIn Confidential and Proprietary
Last Updated: May 1, 2016

LinkedIn Corporation © 2016 About Cookie Policy Privacy & Terms

 Search for people, jobs, companies, and more...

 Advanced


SlideShare, a content sharing platform, and LinkedIn Pulse, a news reading application, are part of the LinkedIn family.

User Agreement

Who owns your content? You do.

Welcome, and thanks for using LinkedIn.com, SlideShare.net, Pulse and/or other LinkedIn services and apps! When you use our products and services, you're agreeing to our terms, so please take a few minutes to read over the User Agreement below.



Note: You are entering into a legally binding agreement.

1. Introduction

Last revised on October 23, 2014

We are a social network and online platform for professionals.

1.1. Purpose

Our mission is to connect the world's professionals to allow them to be more productive and successful. Our services are designed to promote economic opportunity for our members by enabling you and millions of other professionals to meet, exchange ideas, learn, and find opportunities or employees, work, and make decisions in a network of trusted relationships.

When you use our Services (including SlideShare and Pulse), you are entering into a legal agreement and you agree to all of these terms.

You also agree to our [Privacy Policy](#), which covers how we collect, use, share, and store your personal information.

1.2. Agreement

You agree that by clicking "Join Now" "Join LinkedIn", "Sign Up" or similar, registering, accessing or using our services (including LinkedIn, SlideShare, Pulse, our related mobile apps, developer platforms, premium services, or any content or information provided as part of these services, collectively, "Services"), you are entering into a legally binding agreement (even if you are using our Services on behalf of a company). If you reside in the United States, your agreement is with LinkedIn Corporation and if you reside outside of the United States, your agreement is with LinkedIn Ireland (each, "LinkedIn" or "we").

This "Agreement" includes this User Agreement and the [Privacy Policy](#), and other terms that will be displayed to you at the time you first use certain features (such as starting a "Group," downloading one of our software applications or purchasing advertisements or InMails™), as may be amended by LinkedIn from time to time. If you do not agree to this Agreement, do NOT click "Join Now" (or similar) and do not access or otherwise use any of our Services.

Registered users of our Services are "Members" and unregistered users are "Visitors". This Agreement applies to both.

[Back to Top](#) ▲

2. Obligations

Here are some promises you make to us in this Agreement:

You're eligible to enter into this Agreement and you are at least our "Minimum Age."

2.1. Service Eligibility

To use the Services, you agree that: (1) you must be the "Minimum Age" (defined below) or older; (2) you will only have one LinkedIn account (and/or one SlideShare or Pulse account, if applicable), which must be in your real name; and (3) you are not already restricted by LinkedIn from using the Services.

"Minimum Age" means (a) 18 years old for the People's Republic of China, (b) 16 years old for the Netherlands, (c) 14 years old for the United States, Canada, Germany, Spain, Australia and South Korea, and (d) 13 years old for all other countries. However, if law requires that you must be older in order for LinkedIn to lawfully provide the Services to you (including the collection, storage and use of your information) then the Minimum Age is such older age. The Services are not for use by anyone under the age of 13.

You'll keep your password a secret.

2.2. Your Membership

You will not share an account with anyone else and will follow our rules and the law.

As between you and others, your account belongs to you. You agree to: (1) try to choose a strong password; (2) keep your password secure and confidential; (3) not transfer any part of your account (e.g., connections, groups) and (4) follow the law and the Dos and Don'ts below. You are responsible for anything that happens through your account unless you close it or report misuse.

Note that for Premium Services purchased by another party for you to use (e.g. Recruiter seat bought by your employer), the party paying for the Premium Service controls such an account (which is different from your personal account) and may terminate your access to it.

You'll honor your payment obligations and you are okay with us storing your payment information. Also, there may be fees and taxes that are added to our prices.

We don't guarantee refunds.

2.3 Payment

If you purchase any of our paid Services ("Premium Services"), you agree to pay us the applicable fees and taxes. Failure to pay these fees may result in the termination of your subscription. Also:

- Your purchase may be subject to foreign exchange fees or differences in prices based on location (e.g. exchange rates).
- You authorize us to store and continue billing your payment method (e.g. credit card) even after it has expired, to avoid interruptions in your service (e.g. subscriptions) and to facilitate easy payment for new services.
- You must pay us for applicable fees and taxes unless you cancel the Premium Service, in which case you agree to still pay these fees through the end of the applicable subscription period. Learn how to [cancel or change](#) your Premium Services and read about LinkedIn's [refund policy](#).
- Taxes are calculated based on the billing information that you provide us at the time of purchase.

For LinkedIn, you can get a copy of your invoice through your account settings under "[Purchase History](#)" for SlideShare you can request your invoice through [Customer Support](#).

You're okay with us using our websites, mobile apps, and email to provide you with important notices. This Agreement applies to mobile applications as well. Also, you agree certain additional information can be shared with us.

If the contact information you provide isn't up to date, you may miss out on these notices.

2.4. Notices and Service Messages

You agree that we may provide notices to you in the following ways: (1) a banner notice on the Service, or (2) an email sent to an address you provided, or (3) through other means including mobile number, telephone, or mail. You agree to keep your [contact information](#) up to date.

Please review your [LinkedIn.com](#) and [Slideshare.net](#) settings to [control and limit](#) what kind of messages you receive from us.

When you share information, others can see, copy and use that information.

2.5. Messages and Sharing

Our Services allow messaging and sharing of information in many ways, such as your profile, slide deck, links to news articles, job postings, InMails and blogs. Information and content that you share or post may be seen by other Members or, if public, by Visitors. Where we have made settings available, we will honor the choices you make about who can see content or information (e.g., sharing to a group instead of your network, changing the default setting for SlideShare content from public to a more restricted view, limiting your profile visibility, or not letting people know when you change your profile, make recommendations or follow companies). Note that other activities, such as applying for a job or sending an InMail, are by default private, only visible to the addressee(s).

We are not obligated to publish any information or content on our Service and can remove it in our sole discretion, with or without notice.

[Back to Top](#) ▲

3. Rights and Limits

You own all of the content, feedback, and personal information you provide to us, but you also grant us a non-exclusive license to it.

We'll honor the choices you make about who gets to see your information and content.

3.1. Your License to LinkedIn

As between you and LinkedIn, you own the content and information that you submit or post to the Services and you are only granting LinkedIn the following non-exclusive license: A worldwide, transferable and sublicensable right to use, copy, modify, distribute, publish, and process, information and content that you provide through our Services, without any further consent, notice and/or compensation to you or others. These rights are limited in the following ways:

- You can end this license for specific content by deleting such content from the Services, or generally by closing your account, except (a) to the extent you shared it with others as part of the Service and they copied or stored it and (b) for the reasonable time it takes to remove from backup and other systems.

You promise to only provide information and content that you have the right to share, and that your LinkedIn profile will be truthful.

- b. We will not include your content in advertisements for the products and services of others, including sponsored content, to others without your separate consent. However, we reserve the right, without compensation to you or others, to serve ads near your content and information, and your comments on sponsored content may be visible as noted in the Privacy Policy.
- c. We will get your consent if we want to give others the right to publish your posts beyond the Service. However, other Members and/or Visitors may access and share your content and information, consistent with your settings and degree of connection with them.
- d. While we may edit and make formatting changes to your content (such as translating it, modifying the size, layout or file type or removing metadata), we will not modify the meaning of your expression.
- e. Because you own your content and information and we only have non-exclusive rights to it, you may choose to make it available to others, including under the terms of a [Creative Commons](#) license.

You agree that we may access, store and use any information that you provide in accordance with the terms of the [Privacy Policy](#) and your privacy settings.

By submitting suggestions or other feedback regarding our Services to LinkedIn, you agree that LinkedIn can use and share (but does not have to) such feedback for any purpose without compensation to you.

You agree to only provide content or information if that does not violate the law nor anyone's rights (e.g., without violating any intellectual property rights or breaching a contract). You also agree that your profile information will be truthful. LinkedIn may be required by law to remove certain information or content in certain countries.

We may change or discontinue any of our Services. We can't promise to store or keep showing any information and content you've posted.

3.2. Service Availability

We may change, suspend or end any Service, or change and modify prices prospectively in our discretion. To the extent allowed under law, these changes may be effective upon notice provided to you.

LinkedIn is not a storage service. You agree that we have no obligation to store, maintain or provide you a copy of any content or information that you or others provide, except to the extent required by applicable law and as noted in Section 3.1 of our Privacy Policy

When you see or use others' content and information posted on our Services, it's at your own risk.

Third parties may offer their own products and services through LinkedIn, and we aren't responsible for those third-party activities.

3.3. Other Content, Sites and apps

By using the Services, you may encounter content or information that might be inaccurate, incomplete, delayed, misleading, illegal, offensive or otherwise harmful. LinkedIn generally does not review content provided by our Members. You agree that we are not responsible for third parties' (including other Members') content or information or for any damages as result of your use of or reliance on it.

You are responsible for deciding if you want to access or use third party apps or sites that link from our Services. If you allow a third party app or site to authenticate you or connect with your LinkedIn account, that app or site can access information on LinkedIn related to you and your connections. Third party apps and sites have their own legal terms and privacy policies, and you may be giving others permission to use your information in ways we would not. Except to the limited extent it may be required by applicable law, LinkedIn is not responsible for these other sites and apps -- use these at your own risk. Please see Sections 2.6 and 2.7 of the [Privacy Policy](#).

We have the right to limit how you connect and interact on our Services.

We're providing you notice about our intellectual property rights.

3.4. Limits

LinkedIn reserves the right to limit your use of the Services, including the number of your connections and your ability to contact other Members. LinkedIn reserves the right to restrict, suspend, or terminate your account if LinkedIn believes that you may be in breach of this Agreement or law or are misusing the Services (e.g. violating any Do and Don'ts).

LinkedIn reserves all of its intellectual property rights in the Services. For example, LinkedIn, SlideShare, LinkedIn (stylized), the SlideShare and "in" logos and other LinkedIn trademarks, service marks, graphics, and logos used in connection with LinkedIn are trademarks or registered trademarks of LinkedIn. Other trademarks and logos used in connection with the Services may be the trademarks of their respective owners.








[Back to Top](#) ^

4. Disclaimer and Limit of Liability

This is our disclaimer of legal liability for the quality, safety, or reliability of our Services.

4.1. No Warranty

TO THE EXTENT ALLOWED UNDER LAW, LINKEDIN (AND THOSE THAT LINKEDIN WORKS WITH TO PROVIDE THE SERVICES) (A) DISCLAIM ALL IMPLIED WARRANTIES AND REPRESENTATIONS (E.G. WARRANTIES OF MERCHANTABILITY, FITNESS FOR A

 Search for people, jobs, companies, and more.      

PARTICULAR PURPOSE, ACCURACY OF DATA, AND NONINFRINGEMENT): (B) DO NOT GUARANTEE THAT THE SERVICES WILL FUNCTION WITHOUT INTERRUPTION OR ERRORS, AND (C) PROVIDE THE SERVICE (INCLUDING CONTENT AND INFORMATION) ON AN "AS IS" AND "AS AVAILABLE" BASIS.

SOME LAWS DO NOT ALLOW CERTAIN DISCLAIMERS, SO SOME OR ALL OF THESE DISCLAIMERS MAY NOT APPLY TO YOU.

These are the limits of legal liability we may have to you.

4.2. Exclusion of Liability

TO THE EXTENT PERMITTED UNDER LAW (AND UNLESS LINKEDIN HAS ENTERED INTO A SEPARATE WRITTEN AGREEMENT THAT SUPERSEDES THIS AGREEMENT), LINKEDIN (AND THOSE THAT LINKEDIN WORKS WITH TO PROVIDE THE SERVICES) SHALL NOT BE LIABLE TO YOU OR OTHERS FOR ANY INDIRECT, INCIDENTAL, SPECIAL, CONSEQUENTIAL OR PUNITIVE DAMAGES, OR ANY LOSS OF DATA, OPPORTUNITIES, REPUTATION, PROFITS OR REVENUES, RELATED TO THE SERVICES (E.G. OFFENSIVE OR DEFAMATORY STATEMENTS, DOWN TIME OR LOSS, USE OR CHANGES TO YOUR INFORMATION OR CONTENT).

IN NO EVENT SHALL THE LIABILITY OF LINKEDIN (AND THOSE THAT LINKEDIN WORKS WITH TO PROVIDE THE SERVICES) EXCEED, IN THE AGGREGATE FOR ALL CLAIMS, AN AMOUNT THAT IS THE LESSER OF (A) FIVE TIMES THE MOST RECENT MONTHLY OR YEARLY FEE THAT YOU PAID FOR A PREMIUM SERVICE, IF ANY, OR (B) US \$1000.

THIS LIMITATION OF LIABILITY IS PART OF THE BASIS OF THE BARGAIN BETWEEN YOU AND LINKEDIN AND SHALL APPLY TO ALL CLAIMS OF LIABILITY (E.G. WARRANTY, TORT, NEGLIGENCE, CONTRACT, LAW) AND EVEN IF LINKEDIN HAS BEEN TOLD OF THE POSSIBILITY OF ANY SUCH DAMAGE, AND EVEN IF THESE REMEDIES FAIL THEIR ESSENTIAL PURPOSE.

SOME LAWS DO NOT ALLOW THE LIMITATION OR EXCLUSION OF LIABILITY, SO THESE LIMITS MAY NOT APPLY TO YOU.

[Back to Top](#) ▲

5. Termination

We can each end this Agreement anytime we want.

LinkedIn or You may terminate this Agreement at any time with notice to the other. On termination, you lose the right to access or use the Services. The following shall survive termination:

- Our rights to use and disclose your feedback;
- Members' and/or Visitors' rights to further re-share content and information you shared through the Service to the extent copied or re-shared prior to termination;
- Sections 4, 6 and 7 of this Agreement;
- Any amounts owed by either party prior to termination remain owed after termination.

You can visit our Help Center to learn how to [close your LinkedIn account](#), [close your Pulse account](#), or [close your Slideshare account](#).

[Back to Top](#) ▲

6. Dispute Resolution

In the unlikely event we end up in a legal dispute, it will take place in California courts, applying California law.

You agree that the laws of the State of California, U.S.A., excluding its conflict of laws rules, shall exclusively govern any dispute relating to this Agreement and/or the Services. We both agree that all of these claims can only be litigated in the federal or state courts of Santa Clara County, California, USA, and we each agree to personal jurisdiction in those courts.

[Back to Top](#) ▲

7. General Terms

Here are some important details about how to read the Agreement.

If a court with authority over this Agreement finds any part of it not enforceable, you and us agree that the court should modify the terms to make that part enforceable while still achieving its intent. If the court cannot do that, you and us agree to ask the court to remove that unenforceable part and still enforce the rest of this Agreement. To the extent allowed by law, the English version of this Agreement is binding and other translations are for convenience only. This Agreement (including additional terms that may be provided by us when you engage with a feature of the

Services) is the only agreement between us regarding the Services and supersedes all prior agreements for the Services.

If we don't act to enforce a breach of this Agreement, that does not mean that LinkedIn has waived its right to enforce this Agreement. You may not assign or transfer this Agreement (or your membership or use of Services) to anyone without our consent. However, you agree that LinkedIn may assign this Agreement to its affiliates or a party that buys it without your consent. There are no third party beneficiaries to this Agreement.

We reserve the right to change the terms of this Agreement and will provide you notice if we do and we agree that changes cannot be retroactive. If you don't agree to these changes, you must stop using the Services.

You agree that the only way to provide us legal notice is at the addresses provided in Section 10.

[Back to Top](#)

8. LinkedIn “DOs” and “DON'Ts.”

8.1. Dos. You agree that you will:

- Comply with all applicable laws, including, without limitation, privacy laws, intellectual property laws, anti-spam laws, export control laws, tax laws, and regulatory requirements;
- Provide accurate information to us and keep it updated;
- Use your real name on your profile;
- Use the Services in a professional manner.

8.2. Don'ts. You agree that you will not:

- Act dishonestly or unprofessionally, including by posting inappropriate, inaccurate, or objectionable content;
- Add content that is not intended for, or inaccurate for, a designated field (e.g. submitting a telephone number in the “title” or any other field, or including telephone numbers, email addresses, street addresses or any personally identifiable information for which there is not a field provided by LinkedIn);
- Use an image that is not your likeness or a head-shot photo for your profile;
- Create a false identity on LinkedIn;
- Misrepresent your current or previous positions and qualifications;
- Misrepresent your affiliations with a person or entity, past or present;
- Misrepresent your identity, including but not limited to the use of a pseudonym;
- Create a Member profile for anyone other than yourself (a real person);
- Invite people you do not know to join your network;
- Use or attempt to use another's account;
- Harass, abuse or harm another person;
- Send spam or other unwelcomed communications to others;
- Scrape or copy profiles and information of others through any means (including crawlers, browser plugins and add-ons, and any other technology or manual work);
- Act in an unlawful, libelous, abusive, obscene, discriminatory or otherwise objectionable manner;
- Disclose information that you do not have the right to disclose (such as confidential information of others (including your employer));
- Violate intellectual property rights of others, including patents, trademarks, trade secrets, copyrights or other proprietary rights;
- Violate the intellectual property or other rights of LinkedIn, including, without limitation, using the word “LinkedIn” or our logos in any business name, email, or URL except as provided in the [Brand Guidelines](#);
- Use LinkedIn invitations to send messages to people who don't know you or who are unlikely to recognize you as a known contact;
- Post any unsolicited or unauthorized advertising, “junk mail,” “spam,” “chain letters,” “pyramid schemes,” or any other form of solicitation unauthorized by LinkedIn;
- Send messages to distribution lists, newsgroup aliases, or group aliases;
- Post anything that contains software viruses, worms, or any other harmful code;

- Search for people, jobs, companies, and more
- Manipulate identifiers in order to disguise the origin of any message or post transmitted through the Services;
 - Create profiles or provide content that promotes escort services or prostitution.
 - Creating or operate a pyramid scheme, fraud or other similar practice;
 - Copy or use the information, content or data of others available on the Services (except as expressly authorized);
 - Copy or use the information, content or data on LinkedIn in connection with a competitive service (as determined by LinkedIn);
 - Copy, modify or create derivative works of LinkedIn, the Services or any related technology (except as expressly authorized by LinkedIn);
 - Reverse engineer, decompile, disassemble, decipher or otherwise attempt to derive the source code for the Services or any related technology, or any part thereof;
 - Imply or state that you are affiliated with or endorsed by LinkedIn without our express consent (e.g., representing yourself as an accredited LinkedIn trainer);
 - Rent, lease, loan, trade, sell/re-sell access to the Services or related any information or data;
 - Sell, sponsor, or otherwise monetize a LinkedIn Group or any other feature of the Services, without LinkedIn's consent;
 - Deep-link to our Services for any purpose other than to promote your profile or a Group on LinkedIn (as set forth in the [Brand Guidelines](#)), without LinkedIn's consent;
 - Remove any copyright, trademark or other proprietary rights notices contained in or on our Service;
 - Remove, cover or obscure any advertisement included on the Services;
 - Collect, use, copy, or transfer any information obtained from LinkedIn without the consent of LinkedIn;
 - Share or disclose information of others without their express consent;
 - Use manual or automated software, devices, scripts robots, other means or processes to access, "scrape," "crawl" or "spider" the Services or any related data or information;
 - Use bots or other automated methods to access the Services, add or download contacts, send or redirect messages;
 - Monitor the Services' availability, performance or functionality for any competitive purpose;
 - Engage in "framing," "mirroring," or otherwise simulating the appearance or function of the Services;
 - Access the Services except through the interfaces expressly provided by LinkedIn, such as its mobile applications, linkedin.com and slideshare.net;
 - Override any security feature of the Services;
 - Interfere with the operation of, or place an unreasonable load on, the Services (e.g., spam, denial of service attack, viruses, gaming algorithms); and/or
 - Violate SlideShare's [Community Guidelines](#) or, if you're a commercial user of SlideShare, the [SlideShare Commercial Terms of Service](#).

[Back to Top](#) ▲

9. Complaints Regarding Content

We respect the intellectual property rights of others. We require that information posted by Members be accurate and not in violation of the intellectual property rights or other rights of third parties. We provide a [policy and process](#) for complaints concerning content posted by our Members.

[Back to Top](#) ▲

10. How To Contact Us

If you want to send us notices or service of process, please contact us:

ONLINE at:
<https://help.linkedin.com/app/home>

For Members in the United States:
 LinkedIn Corporation
 Attn: Agreement Matters (Legal)
 2029 Stierlin Court
 Mountain View CA 94043

For Members outside the United States:
 LinkedIn Ireland
 Attn: Agreement Matters (Legal)
 Wilton Plaza,

OR BY MAIL at:



Search for people, jobs, companies, and more...

USA

Wilton Place, Dublin 2
Ireland

Advanced

[Back to Top](#) ▲

LinkedIn Corporation, Mountain View, California, USA, and LinkedIn Ireland, Dublin, Ireland,
October 23, 2014

[Help Center](#) | [About](#) | [Careers](#) | [Advertising](#) | [Talent Solutions](#) | [Sales Solutions](#) | [Small Business](#) | [Mobile](#) | [Language](#) | [Upgrade Your Account](#)

LinkedIn Corporation © 2016 | [User Agreement](#) | [Privacy Policy](#) | [Ad Choices](#) | [Community Guidelines](#) | [Cookie Policy](#) | [Copyright Policy](#) | [Send Feedback](#)



lyndaCampus | Solutions

A cloud-based training platform that fits your school, training needs, and budget.

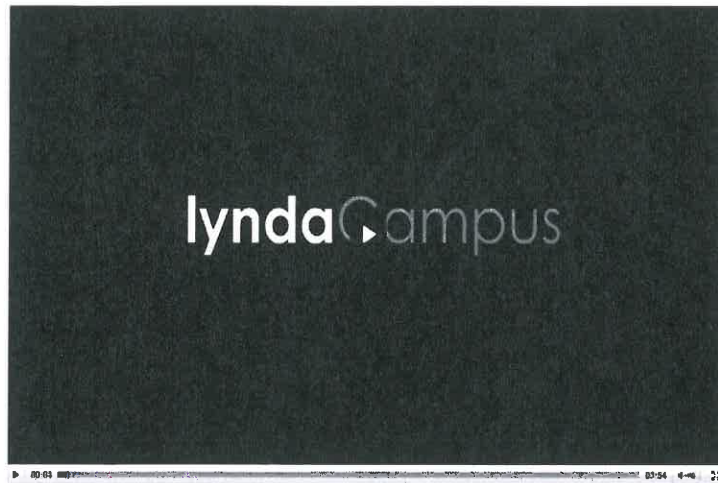
Prepared for:



Contact:

Rico Bianchi
Interim Director TTIP South
rbianchi@palomar.edu

lyndaCampus | Overview



Why lyndaCampus?

lyndaCampus provides academic institutions unlimited, cost-effective, organization-wide access to the vast lynda.com library of instructional videos.

Give anyone of any skill level the ability to watch bite-size tutorials for immediate problem solving or take comprehensive courses from start to finish—at school, at home, or on the go.

Who is lynda.com for?

- **Students** – Perform independent studies while exploring hundreds of topics. Build presentation, time management and research skills while being able to access resources to prepare them for the workplace.
- **Faculty** – Integrate technology into the classroom and supplement curricula and textbooks. Use online tutorials available 24/7 to instruct students and support classroom technologies. Pursue professional development.
- **Staff** – Keep pace with technology while growing professionally and getting immediate, just in time answers to questions. Be current with software, technologies and soft skills and be more productive.
- **IT and IS Help Desk**— Searchable library for quick answers and support.
- **Development/Online**— Current and relevant training for fast-paced development teams.

Support, inspire and invest into students, faculty, and staff at any skill level with the ability to watch bite-size tutorials for immediate problem solving or take comprehensive courses from start to finish.

Playlist Center:

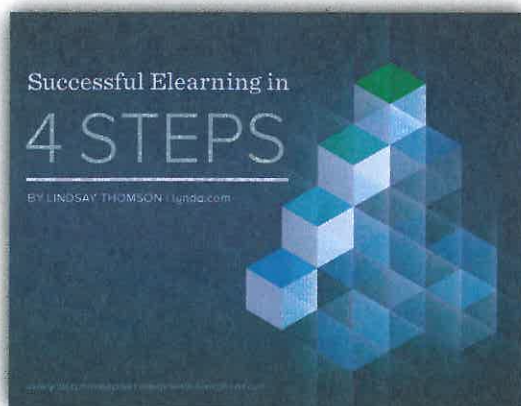




lyndaCampus | Top 10 benefits

lynda.com helps anyone learn software, creative, and business skills to achieve personal and professional goals. Members receive unlimited access to a vast library of high quality, current, and engaging video tutorials taught by great teachers who are also working professionals.

1. **Unlimited access** – All memberships provide access to every single one of our 4,000 courses and 254,000 tutorials.
2. **New courses added weekly** - We add new courses (20-25 every week) to keep your skills up to date with the fast-changing pace of technology.
3. **Learn on the go** - Watch courses on our mobile site, or with our free apps for [iPhone](#), [iPad](#), and [Android devices](#); switch back and forth between devices without ever losing your place and now access via a Roku device. Or choose an annual Premium membership and download courses to your iPhone, iPad or Android device for offline viewing.
4. **Instructional Playlist** - Create, share, and assign content playlists to promote individualized learning paths.
5. **Watch what you want** - Courses are presented in small chunks, so it's easy to find quick answers to specific questions. You can also watch an entire course from end to end if you choose to.
6. **Expert teachers** - Instructors are respected professionals in their fields, and passionate about sharing their expertise.
7. **Top-quality videos** - Compelling videos use screenshots, narration, live action, smart boards, charts, graphics, and audio.
8. **Assessments/Exercise files** - Users can practice with project files featured in online courses. Measure improvement and verify training was worthwhile with assessments taken before and after a course.
9. **Detailed Reporting** - Run reports to measure adoption, achievement, and time that users spend learning.
10. **Certificates of completion** - Earn certificates of completion for each course viewed, and show coworkers, friends, and potential employers what you've accomplished.



The Case for eLearning

Administrators increasingly recognize that providing student, staff, and faculty training is critical to success. Universities worldwide use instructional content available on demand to build eLearning programs that drive positive outcomes. eLearning is expected to more than double by the end of 2015 (Global Industry Analysts). Tremendous benefits result from eLearning—chief among them improving staff performance and productivity, aligning students with tools and technology to help them succeed, and providing consistent and scalable training to your entire university.

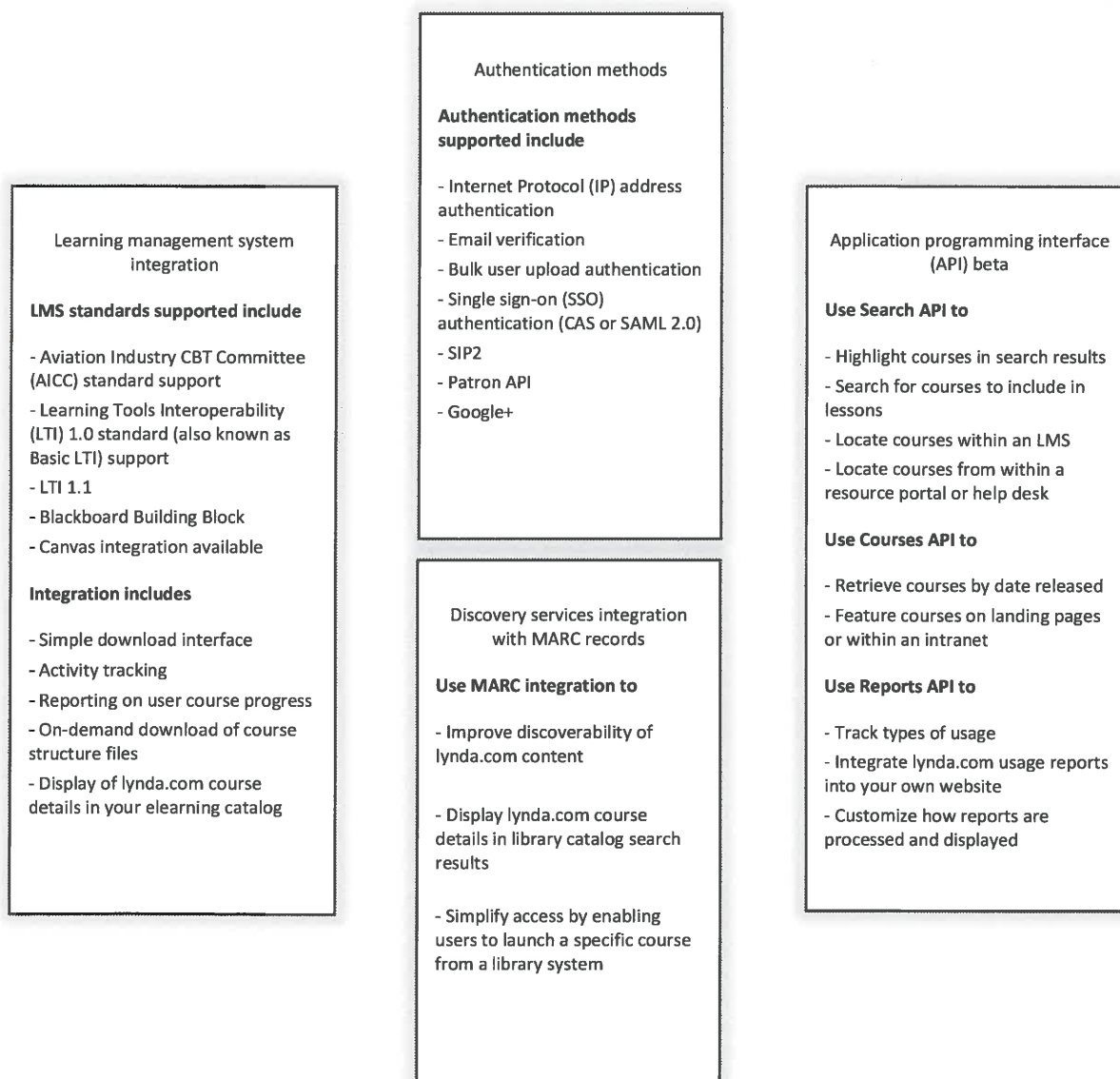


lyndaCampus | Integration

Integrate Online Video Training Into Your Canvas LMS Environment

Seamlessly incorporate lynda.com online video instruction into your technical systems. Provide users with easy ways to search for courses, track progress, and access assigned material.

Allow users to find lynda.com course content through a learning management system (LMS) including Blackboard. Use lynda.com application programming interfaces (APIs) to help users search the lynda.com library and get information about courses. Choose among various authentication methods, including single sign-on to grant users access to the lynda.com website, mobile site, iOS app, and Android app.





quote

PREPARED BY: NASIR SYED, ACCOUNT EXECUTIVE LYNDA.COM

PREPARED FOR: CALIFORNIA COMMUNITY COLLEGE SYSTEM

PREPARED DATE: MAY 16, 2016

EXPIRATION DATE: JUNE 16, 2016

lyndaCampus Pricing

Prices below reflect the inclusion of the following services with fees waived:

- Implementation Professional Services
- Client Success Manager- administrator training, rollout and adoption plan
- Support with marketing, promotional resources and best practices

3 year annually paid subscription- lyndaCampus service for up to 75,000 faculty and staff across the system

Product name	FTE	Academic Pricing	Price/User	Total (USD)
lyndaCampus service	75,000	\$450,000	\$6.00	\$450,000 per year
			3 Year Total =	\$1,350,000

lynda.com standard payment terms are Net 30 from invoice date. For any questions contact your Relationship Manager.

Quote does not reflect any taxes that may apply. Organizations that are tax exempt may email a copy of their tax exemption certificates to salestax@lynda.com.

If you are paying with a credit card, please contact Order Administration at (805) 755-1401.



What Our Clients Say

I've never worked with a product with such universally off-the-charts positive satisfaction survey results.



Jackie Reynolds
CIO, UCLA Anderson School of Management

You can get in, get an answer to a question or find what you need to learn, and get back to work in five minutes.



Becky Klein
Manager of Client Relations, Valparaiso University

Our mission is to provide resources that help people with teaching, learning, and research. And lynda.com does that.



Beth Marhanka
Head of Gelardin New Media Center, Georgetown University

lynda.com provides us with a very scalable solution. And it's very high quality.



John Moore
Managing Director Emeritus, Virginia Tech

PALOMAR / SAN MARCOS PROMISE

MEMORANDUM OF UNDERSTANDING

BETWEEN

Palomar College, Palomar College Foundation, San Marcos Unified School District, and The San Marcos Promise

I. PARTIES

This memorandum of understanding (MOU) made and entered into this ____ day of June, 2016 by and between Palomar College, the Palomar College Foundation, the San Marcos Unified School District and The San Marcos Promise.

II. BACKGROUND

The Promise

The Superintendents of the Palomar Community College District and the San Marcos Unified School District have met and decided to develop a partnership between the two entities in order to ensure the opportunity for a college education for all students completing their high school education from one of the high schools within the SMUSD.

This agreement is established in conjunction with the two respective Foundations representing the aforementioned educational institutions.

The Palomar College Foundation

A non-profit, 501(c) 3, The Palomar College Foundation was established in 1956. Its mission is to assist students and the academic mission of the largest single campus Community College District in the western United States. The Foundation manages approximately \$7 million in assets and raises nearly \$2 million annually. In a recent strategic planning process the Foundation leadership has focused on growing the College's endowment to support the needs of students and faculty for the future. It fosters giving through several donor organizations and encourages alumni involvement.

The Foundation provides support for student success through scholarships and direct student aid. Its programs help students overcome the high cost of textbooks. It assists the Early Acceptance Program in easing the transition to college. It encourages future scientists through funding for the Bridges to the Future program. It works to enhance programs that meet the needs of a large number of veterans returning from service.

The San Marcos Promise

The San Marcos Promise ("TSMP") is an educational foundation providing scholarship and career guidance support to enhance the lives of students and families in the San Marcos Unified School District. They offer a promise of hope and opportunity for San Marcos' youth and a long-term goal of reinforcing the culture of San Marcos as a well-educated, vibrant, prosperous community for years to come. The Promise inspires students to complete high school, sharpens

Agreement Palomar College Foundation and San Marcos Promise, Continued

focus on academic achievement and provides a direct path to post-secondary educational opportunities.

The Promise is a scholarship award offered to graduates of the San Marcos Unified School District (“SMUSD”) who meet necessary academic benchmarks. It provides the financial assistance necessary to offset the costs associated with higher education, allowing students to achieve their career goals. As a result, students in the San Marcos Unified School District are prepared and supported to pursue a relevant education beyond high school that will allow them to achieve their career goals.

III. VISION

The Palomar College Foundation and The San Marcos Promise are ideal organizations to maintain responsibility for an agreement to provide financial support for college bound students. The San Marcos Promise prepares students for an experience in higher education while providing financial support and the Palomar College Foundation provides financial support to students matriculating at Palomar College.

The *Palomar Promise* will provide financial support for students entering Palomar College from the San Marcos Unified School District to provide a wide array of post-secondary pathways for success.

High school graduates seeking a post-secondary education may choose to pursue a transfer curriculum that progresses to an undergraduate degree or a student may choose a certificate program that would develop a skill leading to job placement and a promising career.

This agreement will provide tuition assistance to all eligible graduating students from SMUSD to ensure their college and career success. **Eligible students will receive tuition assistance for up to two years while pursuing an associate’s degree, transfer requirements, and/or certificate program.**

IV. ELIGIBILITY FOR THE PALOMAR PROMISE

1. Students will graduate from SMUSD with a minimum 2.5 cumulative GPA **AND** place into transferable level Math¹, English and Reading per Palomar Placement test results. ¹
2. Students will be required to complete the Federal Application for Free Student Aid (FAFSA) by the federal deadlines each school year.
3. Students will be required to complete the Palomar College Foundation Scholarship Application prior the deadline each year to maintain eligibility.
4. Students will be required to successfully enroll into Palomar College as a full-time student (12 units or more per semester) the fall semester immediately following their SMUSD high school graduation.
5. Successful completion of the *Palomar Pathways Program* – A series of required workshops and/or activities during the senior year to address all Palomar enrollment requirements.

¹ Students may substitute placement into transferrable level math by completing the Palomar College Mathematics Preparatory Course (Math 50/60) offered at SMUSD

Agreement Palomar College Foundation and San Marcos Promise, Continued

6. To maintain ***Palomar Promise*** eligibility, students will be responsible for maintaining full-time status (12 units or more per semester) at Palomar College and a minimum 2.5 GPA.

Upon successful completion of *Palomar Promise* eligibility requirements, students will receive tuition assistance up to \$600/semester or \$1,200/year for up to two consecutive years from The San Marcos Promise and Palomar College Foundation.

V. RESPONSIBILITIES

A. PALOMAR COLLEGE / PALOMAR COLLEGE FOUNDATION

1. Collaborate with SMUSD to provide a cohort experience for eligible students by:
 - a. Facilitating registration of students in Early Acceptance Program (EAP)
 - b. Facilitating Palomar College tours for students
 - c. Providing an in-class orientation that addresses the Palomar College Foundation scholarship opportunity and application process
 - d. Collaborating with SMUSD to track and report student success data
2. Coordinate with Palomar College Financial Aid Office to determine unmet financial need and calculate last-dollar
3. Promote the program as the ***Palomar College Promise*** and raise additional revenue to support ongoing growth of the program
4. Highlight the scholarship recipients at the annual Palomar College Honor's Night in May each year
5. Publish annual fiscal information regarding the totality of financial support provided the students within the SMUSD cohort.
6. Reconcile and audit annual tuition assistance distributions to provide to The San Marcos Promise.
7. Provide 50% of last-dollar tuition assistance for students meeting eligibility requirements on an annual basis to be matched by The San Marcos Promise.

B. SAN MARCOS UNIFIED SCHOOL DISTRICT / THE SAN MARCOS PROMISE

1. Collaborate with Palomar College to provide a cohort experience for eligible students by:
 - a. Referring students that successfully complete the ***Palomar Promise Eligibility Requirements*** stated in section IV.
 - b. Ensuring all students complete the FAFSA prior to the federal deadline
 - c. Ensuring all students complete the Palomar College Foundation Scholarship Application prior to the deadline
 - d. Ensuring all students take the appropriate placement tests during the application process and meet necessary deadlines
 - e. Collaborating with Palomar College to track and report student success data
2. Promote the program as the ***Palomar Promise*** and raise additional revenue to support ongoing growth of the program

Agreement Palomar College Foundation and San Marcos Promise, Continued

3. Provide 50% of last-dollar tuition assistance to the Palomar College Foundation for students meeting eligibility requirements on an annual basis to be matched by the Palomar College Foundation.
4. Provide additional scholarship funding for students who satisfy CSU transfer requirements within three years and successfully enroll at a four-year college.

VI. MODIFICATION AND TERMINATION

This MOU may be modified or amended at any time by mutual written agreement of both parties. The agreement will be in effect from the date of signature for a period of three years. It shall be renewed upon mutual written agreement. This agreement may be terminated by either party by providing one hundred twenty (120) days written notice prior to the end of the SMUSD calendar year to the other party.

VII. WAIVER

Failure of either party hereto to insist upon strict compliance with any of the terms, covenants and conditions hereof shall not be deemed a waiver or relinquishment of such terms, covenants and conditions or of any similar right or power hereunder at any subsequent time.

VIII. ENTIRE MEMORANDUM OF UNDERSTANDING (MOU)

This Memorandum of Understanding constitutes the final, complete and exclusive written expression of the intentions of the parties hereto.

Palomar College

By: _____

Date: _____

Palomar College Foundation

By: _____

Date: _____

San Marcos Unified School District

By: _____

Date: _____

The San Marcos Promise

By: _____

Date: _____

BRANDING & MARKETING SERVICES

PALOMAR COMMUNITY COLLEGE DISTRICT

Prepared by
Trish Lamantia

May 16, 2016

Interact's Approach

1. Interact recommends brand research that will also serve as planning and benchmark community awareness research, making each effort (and cost) serve two or more college needs.
2. Palomar Community College District's brand must be built on community beliefs about Palomar College, so that the messages will resonate and be believed.
3. While Recruitment and Community Awareness are both important, Interact recommends a dual-purpose campaign, both to minimize cost and to leverage a core message about the College's role in the community.
4. Palomar Community College District's need to increase enrollment and brand awareness can be served by a strong campaign.
5. Interact proposes to do all of the research, create the brand, create a plan, and offer an annual recruitment and image campaign as part of year two. We are dedicated to work closely with your staff to both support and train them.
6. Interact's goal would be to increase brand awareness (and, in turn, recruitment and enrollment) in a significant way over the course of this contract.

What follows is our two-phase approach to your needs.

Phase One includes comprehensive competitor, market, brand, and community research that is used to create the brand and benchmark campaigns.

Phase Two is the campaign development and implementation phase, including recruitment/enrollment messaging and community awareness.

Phase 1: Brand and Discovery

Phase One is All About Discovery. Discovery of your brand, your community issues, student perceptions, and your market, as well as identification of your competitors and how best to differentiate Palomar Community College District.

Our approach is to do core research that allows us to create a complete brand, message and campaign, focused first on increasing enrollment and second on improving community awareness and attitudes. This research also becomes the benchmark against which we can measure future success.

We estimate that this project will take 20 weeks for completion, and will generate the design and testing of the creative and communications for Palomar College's brand and messaging. We have included a tentative timeframe for each step and during a kickoff meeting would work with you to finalize a timeline that meets your needs.

Step 1. Market Factors

a. Competitor Review

This is a detailed analysis of Palomar College's top competitors. We understand that, based on your location, there is strong completion in the area. This research provides important information in college identity, branding, and program and service differentiation. Working with your college staff, we identify the main competitors. Then, using the extant public data and available materials from the colleges themselves, we examine and test their strength in the market, their marketing response, and persistence efforts once they have an inquiry. This information is used in shaping your leads campaign.

b. Communication Audit

This is the complete examination of the marketing and outreach materials currently used by Palomar Community College District to communicate with its potential students. Interact staff conduct a content analysis of Palomar College's existing marketing, recruitment, and public relations materials and compare the results with accepted standards of communications efficacy. A complete review of materials with appropriate recommendations regarding use and content is done, and suggestions for adding and stopping collaterals can be done.

In addition, all communications sent to current students encouraging them to persist would be gathered and reviewed at this time.

Timeline: 4 Weeks from the receipt of audit materials and an agreed list of competitors for review.

Step 2. Internal Research (Online and Onsite)

a. Gather Internal Marketing Information (Onsite):

Interviews and Focus Groups: Meetings are held with college recruitment and outreach staff to identify the issues to which this plan must specifically respond. Other information, including budget, media, past efforts, and college goals is also gathered.

b. Conduct Online Surveys with Internal Stakeholders (Online):

Conduct online surveys with faculty and staff (one survey), and students (one survey), identifying issues around your image and brand and what (if any) barriers there might be to enhancing enrollment. This allows us to gather the internal perspective on marketing efforts, stickiness of your past brand, as well as identify issues that are important to maintain, modify or expand.

The survey will allow internal audiences to identify marketing needs, resources

and challenges, if they choose. This online effort allows us to identify core values within the system so that the final brand can tap into their beliefs, be accepted, and supported.

Timeline: 6 Weeks

Step 3. Community Attitudes (Qualitative)

This visit will allow us to gather the external perspective about Palomar Community College District with your critical audiences. We recommend one focus group per audience (total of five). These focus groups would help us identify issues associated with persistence and completion. Please note that information from each of these groups could be gathered in each community with a college in order to gather the WIDEST possible data. This grouping is recommended as a minimum to provide Interact with the data it needs to craft a brand, and build an enrollment and awareness approach.

Recommended Groups:

- High School Students
- Parents of High School Students
- Business & Industry (General)
- B & I (Donors/Users of College Services)
- Working Adults

Interact will include functionality and design questions regarding your website that could be used in year two. We would add a little extra time to allow for research that could assist in a web redesign effort. At the end of the focus groups, we will have an excellent overview of the perceived strengths, weaknesses, opportunities, and threats as seen by those who are outside of the college.

Timeline: 4 Weeks

Step 4: Community Survey (Quantitative)

This is an eight-minute, 500 random sample size phone survey of your district and outlying areas. This will provide quantitative, predictive research that will benchmark the community's attitudes toward Palomar Community College District and test the strength, value, and equity of the current image. In addition, the attributes identified in the focus groups (external) and online survey (internal) are tested for their importance to the general community, and their viability for a brand focus. This survey also creates a college **benchmark** of attitudes toward Palomar College, which can be tested against in order to measure progress in college image.

Timeline: 2 Weeks

Step 5: Emotional Resonance, Test Brand and Messaging Statements

Using four focus groups, this research tests various brand and messaging statements with the critical internal and external audiences, and identifies the best mix of logical and emotional brand elements. The brand statements being tested are "throw-away," and are simply used to identify those factors and words that resonate. The end result of this process is a vetted set of messaging concepts and words around which a final brand and campaign can be built.

We strongly recommend that your new brand and messaging campaign integrate with your Foundation, so that college messaging supports fundraising, and vice-versa.

Timeline: 4 Weeks

Step 6: Finalize Campaign Messaging and Strategy

During this process, **all** the previous research is reviewed to create a unique powerful brand and messaging approach that will resonate internally and externally. In addition, this is where the research with college recruitment and marketing staff on marketing parameters is used to create a campaign approach. Message, Media, Target, Tactics, and Budget all come together to create a comprehensive approach to your integrated marketing and communication campaign. Because the campaign is built upon beliefs that your internal and external stakeholders ALREADY hold, it will stick, be believable, and will resonate.

Just as importantly, because it is built on *their* truth, it will take less money over the long term to create and maintain in the minds of your communities. This is the creation of the campaign, its messaging, collaterals, specific tactics for specific audiences, ways to capture leads and contact information, and recommendations for treatments for two years.

Timeline: 2 Weeks

Step 7: Research Report and Plan Recommendations

This is the comprehensive brand rollout, as well as the presentation of the research and findings. The core approach for a campaign (Phase 2) would be presented (although without all the details). An overview, an approach, and the key findings from the research would be made available to college staff for use in planning. The recommendations would present a logical, dynamic process to address the issues identified in the research. In addition, clear public benchmarks would be created against which future outcomes may be compared. Upon approval of the brand, Interact will create a style guide that can be shared throughout the District.

Timeline: 2 Weeks

Phase 2: Strategy & Recruitment Plan

Phase Two involves the development of a recruitment plan and marketing strategy.

Palomar Community College District has identified Student Recruitment and Community Awareness as two unique parts of the integrated marketing strategy. Interact will put together a recruitment plan that includes a bifurcated campaign that allows Palomar College to recruit as it places the college front-and-center in the minds of your community. This is both cost-effective and more likely to move the bar in public sentiment.

As an option, we are also suggesting that Palomar consider implementing a completion campaign along side an image campaign. While this can add some cost due to the creation of messaging and collaterals, because the campaign is targeted to current students, low-cost delivery methods may be used. This can impact enrollment and improve completion rates.

Step 8: Internal Research - Audience Discovery

This research is completed during the brand process, making each element and cost serve a dual purpose.

Step 9: Create Comprehensive Marketing and Community Awareness Plan

Once the brand development phase is complete, Interact would develop a comprehensive awareness campaign that accounts for the following:

- A brand awareness campaign that serves to introduce the new brand.
- Ongoing community messaging that doubles as enrollment messaging.
- Messaging content, collaterals, and media that resonate throughout the region.

The goal would be a detailed plan that represents a comprehensive strategy for impacting both community perceptions and student recruitment. Interact would focus on significantly moving the needle for Palomar Community College District.

The key deliverable for this step is a comprehensive plan that lays out the core strategy for recruitment and marketing, and lays out a college-wide effort to improve community awareness and connections. As part of this effort, Interact would work with college staff to provide training and support, once the plan is developed, in implementation of the plan.

Timeline: 4 weeks for plan development (training to occur as faculty schedules allow).

PROFESSIONAL FEES

Element		Flat Fee For Service	Total Costs
Phase One: Brand & Discovery			\$120,500
1a.	Competitor Review (\$3,000 per)	\$12,000	
1b.	Communication Audit	\$8,500	
2a.	Internal Interviews & Focus Groups	\$10,000	
2b.	Online Qualitative Survey of Faculty, Staff and Students	\$5,000	
3.	External Focus Groups (5 groups, includes web q-sort)	\$22,500	
4.	Community Survey (8-minute, 500-sample)	\$22,000	
5.	Brand Test Focus Groups (4)	\$14,000	
6.	Finalize Brand and Messaging	\$8,500	
	Create Sample Collaterals	\$10,000	
7.	On-Site Brand Rollout (includes travel)	\$8,000	
Phase Two: Awareness & Recruitment			\$15,000
9.	Create Strategic Brand Awareness and Marketing Plan	\$15,000	
		TOTAL:	\$135,500

AGENCY FLEXIBILITY

When we are recognized as the Marketing AGENCY OF RECORD, most non-major services (an additional ad, flyer, etc.) are performed at no additional charge. We consider that *good service*.

DIRECT COSTS, TRAVEL AND EXPENSES, AND MEDIA BUY

Unless itemized in the cost proposal, T&E and direct costs for printing, mailing, etc. are billed to the client at cost.

Signature Page

Terms

This agreement is made and entered into this 16th day of May 2016, by and between the Palomar Community College District and Interact Communications, Inc. Interact Communications agrees to provide Palomar College with the branding and marketing services (steps 1 – 9) for a total of \$135,500.

25% of contract amount to be billed upon contract signing. The remaining 75% of each milestone to be bill billed upon completion of each milestone. Travel and Expense are not included and will be billed at our direct cost. Any changes to the contract will be noted and will require signed authorization in the form of a change order.

This Agreement contains the entire agreement and understanding between the parties with respect to the subject matter herein.

Agreed to on behalf of:

Palomar College

Name/Title

Signature

Date

Agreed to on behalf of:

Interact Communications, Inc.

Trish Lamantia, VP Client Services



**PALOMAR COMMUNITY COLLEGE DISTRICT
EQUAL EMPLOYMENT OPPORTUNITY PLAN**

Governing Board First Reading: May 10, 2016

Adopted by the Governing Board [Month] [Day], 2016

Table of Contents

Chapter 1. Introduction	1
Chapter 2. Definitions	2
Chapter 3. EEO Policy Statement	5
Chapter 4. Delegation of Responsibility, Authority, and Compliance	6
Chapter 5. EEO Advisory Committee	8
Chapter 6. Unlawful Discrimination and Sexual Harassment Complaints	10
Chapter 7. Annual Notification to District Employees Regarding EEO Plan	12
Chapter 8. Training for Selection Committees	13
Chapter 9. Annual Written Notice to Community Organizations Regarding EEO Plan	14
Chapter 10. Analysis of District Workforce, Applicant Pools, and Degree of Underrepresentation	15
Chapter 11. Methods for Addressing Underrepresentation	21
Chapter 12. Reasonable Accommodations for Persons with Disabilities	22
Chapter 13. Other Measures to Demonstrate Commitment to Diversity and EEO	23
Appendix A. Unlawful Discrimination and Sexual Harassment Policies and Procedures	A-0
Appendix B. Selection Process Trainings	B-0
Appendix C. Diversity Organizations in San Diego County	C-0
Appendix D. District Hiring Practices	D-0
Appendix E. Resources for Other Measures of Furthering Equal Employment Opportunity	E-0

Chapter 1. Introduction

The Palomar Community College District Equal Employment Opportunity Plan (“Plan”) reflects the District’s commitment to fair and equitable treatment in employment towards realizing the full benefits of a culturally diverse and inclusive teaching and learning environment. The District believes that fostering diversity affords the best opportunity to enhance and realize institutional excellence, while preparing those at the center of the institution’s mission, the students, to be responsible and culturally competent contributors in an increasingly global society.

The Plan provides an ongoing, systematic approach to evaluating the District’s equal employment opportunity (EEO) practices. The primary goals of the Plan are to assess which practices best ensure equal treatment of all applicants and employees; to ensure that decisions regarding those practices are based upon and supported by applicable data; and to create a culturally inclusive environment that supports a diverse academic environment and workforce.

The Plan delineates the EEO practices that the District utilizes to further its commitment to diversity. In accordance with Title 5 of the California Code of Regulations, Section 53000 et seq. and other applicable laws, regulations, and District policies and procedures, the Plan details the connection between methods to achieve EEO through measurable outcomes and the District’s overarching strategic planning and program review mechanisms. Largely driven by Title 5, the Plan also aligns with Standard III.A. Human Resources of the Accrediting Commission for Community and Junior College’s Accreditation Standards.

The Human Resource Services (HRS) Department has primary responsibility for the development, review and systematic evaluation of the Plan. The Plan and any subsequent updates will undergo review through the District’s shared governance process during which the Equal Employment Opportunity Advisory Committee, the Human Resource Services Planning Council, and then the Strategic Planning Council provide feedback to HRS, which is then incorporated into the Plan. Final review and approval of the Plan resides with the District’s Governing Board. The Plan is reviewed and, as necessary, updated every three years as required by the California Community Colleges Chancellor’s Office.

Adopted by the Governing Board of the Palomar Community College District on [Month]
[Day], 2016.

Adrian Gonzales
Interim Superintendent/President

Chapter 2. Definitions

Included in this chapter are definitions for terms used in the Plan and related concepts.

Adverse Impact. *Adverse impact* means that a statistical measure (such as those outlined in the Equal Employment Opportunity Commission's "Uniform Guidelines on Employee Selection Procedures") is applied to the effects of a selection procedure and demonstrates a disproportionate negative impact on any group defined in terms of ethnic group identification, gender, or disability. A disparity identified in a given selection process will not be considered to constitute adverse impact if the numbers involved are too small to permit a meaningful comparison.

Appeal. *Appeal* means a request in writing made by a complainant to the Palomar Community College District's Governing Board pursuant to Title 5, Section 59338, and/or to the California Community Colleges Chancellor's Office (Chancellor's Office) pursuant to Title 5, Section 59339, to review the administrative determination of the District regarding a complaint of discrimination.

Chancellor. The Chancellor of the California Community Colleges system.

Chancellor's Office. The California Community Colleges Chancellor's Office.

Complaint. *Complaint* means a written and signed statement meeting the requirements of Title 5, Section 59328 that alleges unlawful discrimination in violation of the nondiscrimination regulations adopted by the Board of Governors of the California Community Colleges as set forth in Title 5, Section 59300 et seq.

DFEH. *DFEH* is an acronym for the California Department of Fair Employment and Housing.

District. *District* means the Palomar Community College District. This definition is inclusive of any District program or activity that is funded directly by the state or receives financial assistance from the state, or any other organization associated with the District or its educational centers that receives state funding or financial assistance through the District.

Diversity. *Diversity* means a condition of broad inclusion in an employment environment that offers equality and respect for all persons. It requires both the presence, and the respectful treatment, of individuals from a wide range of ethnic, racial, cultural, age, national origin, religious, sex, gender, sexual orientation, disability, socioeconomic, academic, and other backgrounds protected by federal and state laws and regulations. A diverse educational community demonstrates through its practices that it recognizes the educational benefits to all students from attending school in an environment that promotes and values employee diversity at all levels. Hiring strategies

to maximize workforce diversity enhance and include steps for identifying and eliminating adverse impact and the barriers to employment of historically underrepresented groups.

Equal Employment Opportunity. *Equal employment opportunity* means that all qualified individuals have a full and fair opportunity to compete for hiring and promotion and to enjoy the benefits of employment with the District. Equal employment opportunity should exist at all levels and in all job categories listed in Section 53004(a). Ensuring equal employment opportunity also involves:

1. Identifying and eliminating barriers to employment that disproportionately exclude, or have an adverse impact upon, individuals based on any protected status identified in Government Code section 12940; and
2. Creating an environment which fosters cooperation, acceptance, democracy, and free expression of ideas and is welcoming to individuals from all groups protected from discrimination pursuant to Government Code section 12940.

Equal Employment Opportunity Plan. The *Equal Employment Opportunity Plan* is the written document in which the District's workforce is analyzed and specific plans and procedures are set forth for ensuring equal employment opportunity.

Equal Employment Opportunity Programs. *Equal employment opportunity programs* means all the various methods by which equal employment opportunity is ensured. Such methods include, but are not limited to, using nondiscriminatory employment practices, actively recruiting, monitoring, and taking additional steps consistent with the requirements of Title 5, Section 53006.

Ethnic Minorities. *Ethnic minorities*, as defined by Title 5, Section 53001(f)(1), means American Indians or Alaskan natives, Asians or Pacific Islanders, Blacks/African-Americans, and Hispanics/Latinos.

Ethnic Group Identification. *Ethnic group identification* means an individual's identification in one or more of the ethnic groups reported to the Chancellor pursuant to Title 5, Section 53004. These groups shall be more specifically defined by the Chancellor consistent with state and federal law.

Monitored Group. *Monitored group* means those groups identified in Title 5, Section 53004(b) for which monitoring and reporting is required pursuant to Title 5, Section 53004(a).

OCR. An acronym for the Office for Civil Rights of the United States Department of Education.

Person with a Disability. *Person with a disability* means any person who (1) has a physical or mental impairment as defined in Government Code section 12926 which limits one or more of such person's major life activities; (2) has a record of such an

impairment; or (3) is regarded as having such an impairment. A person with a disability is "limited" if the condition makes the achievement of the major life activity difficult.

Projected Representation. *Projected representation* means the percentage of persons from a monitored group determined by the Chancellor to be available and qualified to perform the work in question.

Reasonable Accommodation. *Reasonable accommodation* means the efforts made on the part of the District to remove artificial or real barriers which prevent or limit the employment and upward mobility of persons with disabilities. "Reasonable accommodations" may include the items designated in Title 5, Section 53025.

Responsible District Officer. *Responsible District Officer* means the person identified by the District as the person responsible for receiving and coordinating investigations of complaints of unlawful discrimination filed with the Chancellor's Office pursuant to Title 5, Section 59328.

Screening or Selection Procedure. *Screening or selection procedure* means any measure, combination of measures, or procedure used as a basis for any employment decision. Selection procedures include the full range of assessment techniques, including but not limited to, traditional paper and pencil tests, performance tests, and physical, educational, and work experience requirements, interviews, and review of application forms.

Significantly Underrepresented Group. *Significantly underrepresented group* means any monitored group for which the percentage of persons from that group employed by the District in any job category listed in Title 5, Section 53004(a) is below eighty percent (80%) of the projected representation for that group in the job category in question.

Chapter 3. EEO Policy Statement

Board Policy 3420 Equal Employment Opportunity

References: Education Code, Sections 87100 et seq; Title 5, Sections 53000 et seq.

Adopted April 12, 2011

The Governing Board supports the intent set forth by the California Legislature to assure that effort is made to build a community in which opportunity is equalized and community colleges foster a climate of acceptance with the inclusion of faculty and staff from a wide variety of backgrounds. It agrees that diversity in the academic environment fosters cultural awareness, mutual understanding, respect, harmony, and suitable role models for all students. The Board therefore commits itself to promote the total realization of equal employment through a continuing equal employment opportunity program.

In all phases of recruitment and hiring, equal opportunity is afforded to all employees and qualified applicants for employment without discrimination on the basis of characteristics including, but not limited to: ethnic group identification, race, color, national origin, religion, socioeconomic status, age, sex, gender, gender identity, physical or mental disability, sexual orientation, political affiliation, transgender, marital status, veteran status, medical conditions, union membership or on the basis of these perceived characteristics, or based on association with a person or group with one or more of these actual or perceived characteristics.

The Superintendent/President shall develop, for review and adoption by the Board, a plan for equal employment opportunity that complies with the Education Code and Title 5 requirements as from time to time modified or clarified by judicial interpretation. The Vice President, Human Resource Services is the responsible District officer charged with receiving formal complaints of equal employment opportunity violations and coordinating the investigation.

Also see BP 3410 titled Nondiscrimination, AP 3420 titled Equal Employment Opportunity, AP 3435 titled Discrimination and Harassment Investigations and Training, BP 7100 titled Commitment to Diversity, BP/AP 7120 titled Recruitment and Hiring, and the District's Equal Employment Opportunity (EEO) Plan.

Chapter 4.

Delegation of Responsibility, Authority, and Compliance

Achieving the goal of a diverse educational culture requires the collective efforts of the college community as a whole. All employees and agents of the District are responsible for promoting and supporting equal employment opportunity in order to realize the full benefits of a diverse, collaborative, and inclusive District culture. The general responsibilities for the prompt and effective implementation of this Plan are set forth below.

Governing Board. The Governing Board is ultimately responsible for the proper implementation of the District's Plan at all levels of District operations, for ensuring equal employment opportunity as described in the Plan, and is accountable for the success of the Plan.

Superintendent/President. The Governing Board delegates to the Superintendent/President the responsibility for ongoing implementation of the Plan and for providing leadership in supporting and articulating the District's equal employment opportunity policies and procedures. The Superintendent/President shall advise the Governing Board concerning statewide policy emanating from the Board of Governors of the California Community Colleges.

Equal Employment Opportunity Officer. The Governing Board designates the Assistant Superintendent/Vice President, Human Resource Services as the Equal Employment Opportunity officer who is responsible for the day-to-day implementation of the Plan. If the designation of the equal employment opportunity officer changes before this Plan is next revised, the District will notify employees and applicants for employment of the new designee. The equal employment opportunity officer is responsible for administering, implementing and monitoring the Plan and for assuring compliance with the requirements of Title 5, Sections 53000 et seq. The equal employment opportunity officer is also responsible for receiving complaints described in Chapter 6. Complaints and for ensuring that District workforce, applicant pools, and selection procedures are properly monitored. For purposes of receiving, investigating, and resolving complaints of unlawful discrimination and harassment, the Equal Employment Opportunity Officer is referred to as the Responsible District Officer pursuant to Title 5, Section 59324.

Equal Employment Opportunity Advisory Committee. To promote understanding and support of equal employment opportunity policies and procedures, the District has established an Equal Employment Opportunity Advisory Committee (EEOAC), as further detailed in Chapter 5. The EEOAC acts as an advisory body to the equal employment opportunity officer and the District as a whole and assists in the implementation of the Plan pursuant to Title 5, Section 53003.

District Employees. Consistent with applicable state and federal laws and applicable collective bargaining agreements and employee handbooks, employees shall actively

promote equal employment opportunity and the diversity goals of the Plan in all facets of District operations and processes, including, but not limited to, recruitment, selection, evaluation, and tenure.

Agents of the District. Any organization or individual, whether or not an employee of the District, who acts on behalf of the Governing Board with regard to the recruitment and screening of personnel, is an agent of the District and is subject to all the requirements of this Plan.

Good Faith Effort. The District shall make a continuous good faith effort to comply with all the requirements of the Plan.

Chapter 5.

EEO Advisory Committee

Role. The District has established an Equal Employment Opportunity Advisory Committee (EEOAC) to assist in the articulation and implementation of the Plan. The EEOAC assists the District in achieving understanding of and support for equal employment opportunity and non-discrimination policies and procedures consistent with the purposes of the Plan. As further delineated in Chapter 8. Training for Selection Committees, the Equal Employment Opportunity Officer or qualified designees shall train the EEOAC on equal employment compliance and the Plan itself. The specific responsibilities of the EEOAC include:

1. Assisting in developing the District's Plan in compliance with state and federal regulations, statutes, and guidelines.
2. Monitoring the implementation and progress of the Plan and recommending corrective action when necessary.
3. Advising the District's Equal Employment Opportunity Officer in the development and presentation of annual reports to the Governing Board and Superintendent/President and responding to equal employment inquiries and concerns of all employees.
4. Assisting the District's Equal Employment Opportunity Officer in developing and coordinating information programs for District employees.
5. Reviewing and suggesting revisions in services, employment policies, and other written and unwritten rules, policies, practices, and procedures that affect persons with disabilities.
6. Monitoring the implementation of and compliance with the Americans with Disabilities Act.

Meetings. The EEO Advisory Committee meets once each month during the regular academic year. Meeting agendas and minutes are posted on the District's website at www.palomar.edu/committees/eeoc.

Composition. The EEOAC is comprised of District students, faculty, staff, administrators, and community members. A good faith effort shall be made to establish and maintain a committee comprised of a diverse membership and with respect to the principles of shared governance. The membership of the EEOAC is as follows:

- Chair: Assistant Superintendent/Vice President, Human Resource Services (Equal Employment Opportunity Officer)
- Four (4) full-time faculty members appointed by the Faculty Senate

- One (1) full-time faculty member appointed by the Palomar Faculty Federation
- One (1) part-time faculty member appointed by the Faculty Senate
- Two (2) classified unit employees appointed by CCE/AFT
- One (1) member of the Confidential and Supervisory Team
- One (1) member of the Administrative Association
- Director, Extended Opportunity Programs and Services (EOP&S)
- One (1) senior administrator
- Two (2) students appointed by the Associated Student Government
- Two (2) community representatives

Chapter 6.

Unlawful Discrimination and Sexual Harassment Complaints

Overview: EEO and Unlawful Discrimination Complaints. Pursuant to Title 5, Section 53003(c)(2), this chapter addresses two sources of complaints: (a) those alleging violations of the equal employment opportunity regulations under Title 5, Section 53026; and (b) those alleging unlawful discrimination or harassment under Title 5, Section 59300, with or without reference to equal employment opportunity violations. All such complaints shall be filed with the Responsible District Officer, except those against the Equal Employment Opportunity Officer, which shall be filed with the Superintendent/President.

Complaints Alleging Violation of the Equal Employment Opportunity Regulations (Title 5, Section 53026). The District is committed to the principles of equal employment opportunity and has established the following process permitting any person to file a complaint alleging that the requirements of the equal employment regulations, as outlined in Title 5, Sections 53000 et seq., have been violated. All complaints shall be in writing, signed and dated by the complainant, and shall contain the following: the name(s) of the individual(s) involved, the date(s) of the alleged violation(s), and a detailed description of the actions constituting the alleged violation(s).

All complaints must be filed as soon as possible after the occurrence of an alleged violation unless the violation is ongoing. Complaints involving current hiring processes must be filed no later than 60 calendar days after such occurrence unless the complainant can verify a compelling reason for the District to waive the 60-day limitation. Complaints alleging violations of the Plan that do not involve a current hiring process must be filed no later than 90 days after such occurrence unless the violation is ongoing.

A complainant may not appeal the District's determination pursuant to Title 5, Section 53026 to the Chancellor's Office, but under some circumstances, violations of the equal opportunity regulations in Title 5 may constitute a violation of a minimum condition for receipt of state aid. In such cases, a complaint can be filed with the Chancellor's Office, but the complainant will be required to demonstrate that he/she made previous reasonable, but unsuccessful, efforts to resolve the alleged violation at the District level using the process provided by Title 5, Section 53026. Guidelines for minimum conditions complaints are provided on the website of the Chancellor's Office at www.cccco.edu.

The District may return without action any complaints that are inadequate because they do not state a clear violation of the EEO regulations. All returned complaints must include a District statement of the reason for returning the complaint without action. To the extent practicable, a written determination on all accepted written complaints will be issued to the complainant within 90 days of the filing of the complaint. The Equal

Employment Opportunity Officer will forward copies of all written complaints to the Chancellor's Office upon receipt.

In the event that a complaint filed under Title 5, Section 53026 alleges unlawful discrimination, it will be processed according to the requirements of Title 5, Section 59300 et. seq.

Complaints Alleging Unlawful Discrimination or Harassment (Title 5, Section 59300 et seq.). Complaints alleging unlawful discrimination or harassment follow the procedures set forth in Title 5, Section 59300 et. seq., regardless of whether such complaints also include allegations of equal employment opportunity violations. The District has adopted policies and procedures for complaints alleging unlawful discrimination or harassment, which are included in Appendix A.

Chapter 7.

Notification to District Employees

The commitment of the Governing Board and the Superintendent/President to equal employment opportunity is emphasized through the broad dissemination of the District's equal employment opportunity policy statement and the Plan.

The Plan and subsequent revisions will be distributed to the Governing Board, the Superintendent/President, administrators, the Faculty Senate's leadership, union and employee group representatives and members of the District's Equal Employment Opportunity Advisory Committee. The Plan will also be available on the District's website and notifications of updates and revisions will be made via the website and e-mail notification.

Each year, the District will provide all employees with a copy of the District's equal employment opportunity policy statement, Board Policy 3420 (located in Chapter 3. EEO Policy Statement) and written notice summarizing the provisions of the Plan. The Human Resource Services Department will provide all new employees with a copy of the written notice described above when they commence their employment with the District. The annual notice will contain the following provisions:

1. The importance of the employee's participation and responsibility in ensuring the Plan's implementation.
2. A list of locations where complete copies of the Plan are available, to include, at minimum, the District's website, the President's Office, the Human Resource Services office, the District's libraries, and at each department office.

Chapter 8.

Training for Selection Committees

Any individual, whether or not an employee of the District, acting on behalf of the District with regard to recruitment and screening/selection of employees is subject to the equal employment opportunity requirements of Title 5, Section 53020(c) and the Plan. Any individual or organization, whether or not an employee of the District, who participates in the recruitment and screening/selection of personnel shall receive appropriate training on the following information:

- The requirements of the Title 5 regulations on equal employment opportunity (Sections 53000 et. seq.)
- The requirements of federal and state nondiscrimination laws
- The District's policies on nondiscrimination, recruitment, and hiring
- The requirements of the District's Plan
- Principles of diversity and cultural proficiency
- The value of a diverse workforce
- Recognizing and preventing bias

Persons serving in the above capacities will be required to receive training within the 12 months prior to service on a hiring process. This training is mandatory; individuals who have not received this training will not be allowed to serve on screening/selection committees. The Human Resource Services Department is responsible for providing the required training.

In addition, the District appoints a District Compliance Officers (DCOs) to each selection committee. DCOs are permanent employees that observe each selection process to verify that all selection practices, laws, and regulations were followed and all applicants are treated equitably. DCOs receive training prior to beginning their service in concepts similar to those of the selection committee members but relevant to their unique role.

Appendix B contains the District's current training materials related to the selection process.

Chapter 9.

Annual Written Notice to Community Organizations Regarding EEO Plan

The Equal Employment Opportunity Officer will provide annual written notice to appropriate community-based and professional organizations concerning the Plan for the purpose of seeking assistance from the community in identifying qualified applicants. The notice will inform these organizations of how they may obtain a copy of the Plan and shall request their assistance in identifying diverse, qualified candidates. The notice will include a summary of the Plan and the website address where the District advertises its job openings, as well as contact information for District employees and departments from which employment information may be obtained.

The District will actively seek to reach those institutions, organizations, and agencies that may serve as recruitment resources. A list of the organizations that will receive this notice is contained in Appendix C of this Plan and will be revised periodically as necessary.

Chapter 10.

Analysis of District Workforce, Applicant Pools, and Degree of Underrepresentation

The Human Resource Services Department will annually survey the District's workforce composition and shall monitor applicants for employment on an ongoing basis to evaluate the District's progress in implementing the Plan, to provide data needed for the reports required by this Plan, and to determine whether any monitored group is underrepresented. Monitored groups are males, females, American Indians/Alaskan Natives, Asians or Pacific Islanders, Blacks/African-Americans, Hispanics/Latinos, Whites, and persons with disabilities.

For purposes of the survey and reports each applicant or employee will be afforded the opportunity to voluntarily identify her or his gender, ethnic group identification and, if applicable, her or his disability. Persons may designate as many ethnicities as they identify with, but shall be counted in only one ethnic group for reporting purposes. This information will be kept confidential and will be separated from the applications that are forwarded to the selection committees and hiring administrators.

The District will annually report to the Chancellor the results of its annual survey of employees. At least every three years the Plan will be reviewed and, if necessary, revised based on an analysis of the ethnic group identification, gender, and disability composition of existing staff and of those who have applied for employment in each of the following identified job categories:

- 1) Executive/Administrative/Managerial
- 2) Faculty
- 3) Professional Non-faculty
- 4) Secretarial/Clerical
- 5) Technical and Paraprofessional
- 6) Skilled Crafts
- 7) Service and Maintenance

Analysis of District Workforce. The District's demographic data for permanent employees as of Fall 2015 is presented on page 16. The District will survey all permanent employees during the three-year period of the Plan to validate ethnicity, gender, and disability data for the 2019 EEO Plan.

Palomar College Employee Demographic Data, Fall 2015

	Total	Male	Female	American Indian/ Alaskan Native	Black/ African- American	Asian/ Pacific Islander	Hispanic/ Latino	White	Unknown Ethnicity
Executive/Administrative/ Managerial	42	24	18	1	0	2	11	26	2
Full-Time Faculty	251	117	134	3	6	19	34	187	2
Professional Non-faculty	40	16	24	0	2	8	5	22	3
Secretarial/Clerical	163	21	142	2	6	5	55	93	2
Technical and Paraprofessional	102	59	43	1	3	12	25	58	3
Skilled Crafts	21	21	0	2	0	0	9	10	0
Service and Maintenance	44	40	4	0	4	6	13	21	0

Ethnic diversity varies by job category, and is similar to the demographics reported in the EEO Plan 2013. Full-Time Faculty is the least diverse job category, with nearly 75% of employees in the category reporting White as their ethnicity. Approximately 40% or more of the employees in the other six job categories report that they belong to underrepresented ethnic groups, with about 53% of the employees in the Skilled Crafts and Service and Maintenance categories indicating they are of underrepresented ethnicities.

An analysis of the individual ethnic groups indicates that Hispanics/Latinos are represented in each of the job categories, while the other ethnic groups are not. American Indians/Alaskan Natives are included in the Executive/Administrative/Managerial, Full-Time Faculty, Secretarial/Clerical, Technical and Paraprofessional, and Skilled Crafts groups. Employees of Asian/Pacific Islander ethnic groups are included in all categories except Skilled Crafts. Black/African-American employees are included in all categories except Executive/Administrative/Managerial and Skilled Crafts.

In terms of gender diversity, four of the job categories are somewhat balanced in the number of female and male employees, while employees in the three other job categories are predominantly either female or male. The Executive/Administrative/Managerial, Full-Time Faculty, Professional Non-faculty, and Technical and Paraprofessional job categories are mostly balanced in the number of female and male employees. Approximately 87% of the employees in the Secretarial/Clerical category are female, 100% of the Skilled Crafts staff are male, and over 90% of the Service and Maintenance employees are male.

Analysis of Applicant Pools. The District collects employment applicant demographic data for completed recruitments each fiscal year commencing on July 1 and ending on June 30. This information consists of the ethnic, gender, and disability composition of applicant pools, interviewees, and hires. The applicant demographic data for the past three fiscal years of 2012-13, 2013-14, and 2014-15 is presented below on pages 18-20.

The total number of positions recruited varied widely over the timeframe studies, and in 2012-13 and 2014-15, the District did not hire in all categories. Overall, the total percentage of underrepresented hires hired in each job category each year was greater than one third of the District's total hires in 2012-13 and 2014-15 and over one quarter of all hires in 2013-14. Strong persistence of diversity was noted throughout the entire hiring process from application to hire when the number of underrepresented applicants is aggregated across all ethnic groups for most job categories. This persistence was also observed for most individual ethnic groups in most job categories each year.

Of the underrepresented ethnic groups, Hispanics/Latinos were hired in each job category over the three-year period, and each year. Asians/Pacific Islanders were also hired each year and in all job categories except Skilled Crafts and Service/Maintenance. Black/African-American applicants were hired in 2012-13 and 2013-14 in three categories: Full-Time Faculty, Professional Non-Faculty, and Skilled Crafts. Only one American Indian/Alaskan Native was hired in 2013-14, in the Faculty job category. These results are similar to prior years.

Gender demographics continue to follow the District's past trends. Hires in the Executive/Administrative/Managerial, Full-Time Faculty, Professional Non-Faculty, and Technical and Paraprofessional job categories was balanced across the three-year period. The Secretarial/Clerical category garnered mostly female hires, and the Skilled Crafts and Service and Maintenance categories resulted in all male hires.

Palomar College 2014-15 Applicant Pool Data: All Applicants

	Total	Male	Female	American Indian/ Alaskan Native	Black/ African- American	Asian/ Pacific Islander	Hispanic/ Latino	White	Unknown Gender and/or Ethnicity
Executive/Administrative/ Managerial	75	44	26	1	3	12	3	43	13
Full-Time Faculty	1193	633	530	8	56	146	85	792	106
Professional Non-faculty	305	69	233	5	50	23	84	120	23
Secretarial/Clerical	992	156	824	11	90	98	249	462	82
Technical and Paraprofessional	298	117	180	2	28	20	59	176	13
Skilled Crafts	0	0	0	0	0	0	0	0	0
Service and Maintenance	370	312	53	6	55	18	160	114	17

Palomar College 2014-15 Applicant Pool Data: Interviewed Applicants

	Total	Male	Female	American Indian/ Alaskan Native	Black/ African- American	Asian/ Pacific Islander	Hispanic/ Latino	White	Unknown Gender and/or Ethnicity
Executive/Administrative/ Managerial	14	8	6	0	0	2	0	11	1
Full-Time Faculty	84	31	50	1	2	5	9	61	6
Professional Non-faculty	40	7	32	0	8	4	14	10	4
Secretarial/Clerical	66	8	58	0	4	10	16	32	4
Technical and Paraprofessional	52	26	26	0	3	3	11	35	0
Skilled Crafts	0	0	0	0	0	0	0	0	0
Service and Maintenance	36	32	4	0	4	2	12	17	1

Palomar College 2014-15 Applicant Pool Data: Hires

	Total	Male	Female	American Indian/ Alaskan Native	Black/ African- American	Asian/ Pacific Islander	Hispanic/ Latino	White	Unknown Gender and/or Ethnicity
Executive/Administrative/ Managerial	3	2	1	0	0	1	0	1	1
Full-Time Faculty	10	1	9	0	0	1	2	7	0
Professional Non-faculty	6	0	6	0	0	0	4	1	1
Secretarial/Clerical	9	0	9	0	0	3	2	4	0
Technical and Paraprofessional	9	5	4	0	0	1	2	6	0
Skilled Crafts	0	0	0	0	0	0	0	0	0
Service and Maintenance	6	6	0	0	0	0	3	3	0

Palomar College 2013-14 Applicant Pool Data: All Applicants

	Total	Male	Female	American Indian/ Alaskan Native	Black/ African-American	Asian/ Pacific Islander	Hispanic/ Latino	White	Unknown Gender and/or Ethnicity
Executive/Administrative/Managerial	374	206	139	5	21	14	10	129	195
Full-Time Faculty	1569	137	208	1	1	0	2	23	1542
Professional Non-faculty	327	87	237	5	34	33	70	161	24
Secretarial/Clerical	2349	370	1810	43	138	183	221	883	881
Technical and Paraprofessional	195	73	119	3	16	23	36	109	8
Skilled Crafts	39	28	9	1	1	3	2	12	20
Service and Maintenance	327	288	39	4	47	15	146	104	11

Palomar College 2013-14 Applicant Pool Data: Interviewed Applicants

	Total	Male	Female	American Indian/ Alaskan Native	Black/ African-American	Asian/ Pacific Islander	Hispanic/ Latino	White	Unknown Gender and/or Ethnicity
Executive/Administrative/Managerial	65	31	31	1	2	3	2	29	28
Full-Time Faculty	163	23	25	1	1	0	2	17	142
Professional Non-faculty	29	13	16	1	3	1	4	20	0
Secretarial/Clerical	125	13	99	2	2	4	24	52	41
Technical and Paraprofessional	26	11	15	1	1	4	3	17	0
Skilled Crafts	13	12	0	1	1	0	1	6	4
Service and Maintenance	16	16	0	0	2	0	10	3	1

Palomar College 2013-14 Applicant Pool Data: Hires

	Total	Male	Female	American Indian/ Alaskan Native	Black/ African-American	Asian/ Pacific Islander	Hispanic/ Latino	White	Unknown Gender and/or Ethnicity
Executive/Administrative/Managerial	9	4	5	0	0	1	1	7	0
Full-Time Faculty	21	10	11	1	1	0	2	17	0
Professional Non-faculty	6	2	4	0	1	1	1	3	0
Secretarial/Clerical	18	2	16	0	0	1	5	12	0
Technical and Paraprofessional	5	2	3	0	0	1	0	4	0
Skilled Crafts	2	2	0	0	1	0	0	1	0
Service and Maintenance	3	3	0	0	0	0	1	2	0

Palomar College 2012-13 Applicant Pool Data: All Applicants

	Total	Male	Female	American Indian/ Alaskan Native	Black/ African-American	Asian/ Pacific Islander	Hispanic/ Latino	White	Unknown Gender and/or Ethnicity
Executive/Administrative/Managerial	201	81	35	0	10	9	19	65	98
Full-Time Faculty	0	0	0	0	0	0	0	0	0
Professional Non-faculty	167	34	117	4	15	5	51	67	18
Secretarial/Clerical	465	58	204	5	20	49	74	130	187
Technical and Paraprofessional	326	47	177	6	11	18	52	66	173
Skilled Crafts	60	55	0	0	0	5	19	33	3
Service and Maintenance	386	342	25	5	15	8	63	58	237

Palomar College 2012-13 Applicant Pool Data: Interviewed Applicants

	Total	Male	Female	American Indian/ Alaskan Native	Black/ African-American	Asian/ Pacific Islander	Hispanic/ Latino	White	Unknown Gender and/or Ethnicity
Executive/Administrative/Managerial	39	25	8	0	2	3	5	19	10
Full-Time Faculty	0	0	0	0	0	0	0	0	0
Professional Non-faculty	20	3	14	1	0	2	6	7	4
Secretarial/Clerical	41	6	17	0	3	3	7	13	15
Technical and Paraprofessional	30	10	14	1	1	4	4	10	10
Skilled Crafts	7	7	0	0	0	0	2	5	0
Service and Maintenance	30	17	1	0	3	3	6	6	12

Palomar College 2012-13 Applicant Pool Data: Hires

	Total	Male	Female	American Indian/ Alaskan Native	Black/ African-American	Asian/ Pacific Islander	Hispanic/ Latino	White	Unknown Gender and/or Ethnicity
Executive/Administrative/Managerial	6	6	0	0	0	0	0	6	0
Full-Time Faculty	0	0	0	0	0	0	0	0	0
Professional Non-faculty	3	2	1	0	0	0	0	3	0
Secretarial/Clerical	6	1	5	0	0	0	2	4	0
Technical and Paraprofessional	5	2	3	0	0	1	2	2	0
Skilled Crafts	1	1	0	0	0	0	0	1	0
Service and Maintenance	4	4	0	0	1	1	1	1	0

Chapter 11.

Methods for Addressing Underrepresentation

The District's hiring practices, presented in Appendix D, consist of methods of fair and equitable selection that meet the requirements of Title 5, Sections 53021, 53022, 53023, and 53024. These methods are intended to safeguard against underrepresentation of monitored groups in all job categories and promote inclusion and diversity. The District reviews and updates these practices periodically to ensure continued efficacy and legal compliance. The District takes additional interventions as necessary on the basis of individual recruitments, or when patterns of inequity are apparent across multiple recruitments, to further address underrepresentation.

Pursuant to Title 5, Section 53003(c)(7), the District will perform an analysis of the degree to which monitored groups are underrepresented to the extent that data regarding potential job applicants is provided by the Chancellor's Office. At the time of this writing, no such data is available.

Chapter 12.

Reasonable Accommodations for Persons with Disabilities

Pursuant to Title 5, Section 53025, the District shall ensure that applicants and employees with disabilities receive reasonable accommodations consistent with the requirements of Government Code sections 11135 et seq. and 12940(m), Section 504 of the Rehabilitation Act of 1973, and the Americans with Disabilities Act. Such accommodations may include, but are not limited to, job site modifications, job restructuring, part-time work schedules, flexible scheduling, reassignment to a reasonably equivalent vacant position, adaptive equipment, and auxiliary aids such as readers, interpreters, and note takers. Accommodations may be requested through Human Resource Services.

Chapter 13.

Other Measures to Demonstrate Commitment to Diversity and EEO

Equal employment opportunity means that all qualified individuals have a fair and equitable opportunity to compete for hiring and promotion and to enjoy the benefits of employment with the District. The District's goal is to ensure that equal employment opportunity exists at all levels of the institution and within all job categories. Ensuring equal employment opportunity also involves cultivating an environment that fosters cooperation, acceptance, democracy, and the free expression of ideas and is welcoming to individuals from all groups protected from discrimination under federal and state law.

The District recognizes that multiple approaches beyond the specific requirements of Title 5, Sections 53000 et. seq. are necessary to creating a broadly inclusive academic culture that ensures equal employment opportunity and the creation of a diverse workforce. Specific approaches that the District will implement to promote diversity and the goals of equal employment opportunity include, but are not limited, to the following approaches:

District-Wide Approaches.

1. The District's vision, mission, and values, included in Appendix E, emphasize the District's commitment to diversity and shapes the concepts of equitable and fair treatment of individuals in all aspects of District operations.
2. The District includes goals and objectives related to equal employment opportunity and diversity in its three-year, overarching Strategic Plans. Strategic Plan 2016 includes the following goal and objective related to the EEO Plan:

Goal 4: Human Resources and Professional Development - Recruit, hire, and support a diverse faculty and staff who are committed to student learning and achievement.

Objective 4.1: Assess the effectiveness of the faculty and staff hiring processes, and identify recommendations to strengthen the college's ability to attract and recruit diverse candidates for employment.

3. In 2015, the District adopted a Diversity Plan with the purpose of identifying and recommending the resources and tools necessary for the College to achieve its Governing Board and Strategic Plan 2016 goals of increasing faculty and staff diversity. The Diversity Plan is included in Appendix E.
4. Information about the District's EEO and non-discrimination policies and procedures is posted on the District's website and cross-referenced on a number of District web

pages so that the information is easily available to students, employees, job seekers, and the public. Appendix E provides links to these pages.

5. A variety of events are hosted by various District entities throughout the academic year that focus on diversity topics, including, but not limited to, the annual Unity in Diversity event hosted by the Equal Employment Opportunity Advisory Committee. Further information about current diversity-related activities can be found on the District website at www.palomar.edu.

Recruitment.

Current Approaches to Recruiting

1. The District advertises positions in a broad range of venues to attract large, diverse, well-qualified applicant pools. The District's current advertising resource list is presented in Appendix E.
2. Employment applicants are required to address their sensitivity to various facets of diversity found within a community college in their application materials and, in turn, requiring selection committees to assess each qualified applicant's understanding of diversity based on the provided information. The selection process training materials in Appendix B outline this requirement.
3. Selection committees are required to develop interview questions that assess candidates' understanding of diversity in relation to the specific position. The selection process training materials in Appendix B outline this requirement.
4. As stated previously in Chapter 8, District Compliance Officers are permanent employees that serve on selection committees as non-voting observers to ensure that all District selection procedures and federal and state EEO regulations are followed. The District Compliance Officer training materials are presented in Appendix B.
5. The District subscribes to the services offered by the Cooperative Organization for the Development of Selection Procedures (CODESP) in part to obtain assistance in developing content-valid interview materials and tests that comply with EEO regulations. CODESP's website address is www.codesp.com.

New Objectives for Recruiting

1. Working with the Faculty Senate, Instructional Planning Council, and the Policies and Procedures Committee, develop improved policies and procedures for recruiting and selecting new and replacement faculty positions that may result in a larger, more diverse pool of candidates. Some possibilities include:

- a. Explore the current Human Resource Services staffing structure and the possibility of hiring or assigning a current employee to serve as a faculty recruiter who would:
 - i. Develop targeted recruitment strategies as permissible by Education Code and Title 5 of the California Code of Regulations.
 - ii. Form relationships with graduate schools for purposes of recruiting potential applicants.
 - iii. Examine position announcements, selection committee membership, and interview processes to identify and strengthen possible barriers to hiring diverse individuals.
 - b. Recruit for positions in a timeframe consistent with the specific disciplines' typical statewide meetings or conferences. It is more likely candidates will be recruited at these conferences and should be directed to a current posting where they may submit an application, rather than waiting until sometimes months later when the position is posted with other faculty positions. A byproduct of this change would be that all faculty recruitments would not occur at the same time, lessening the load on faculty, administration, and Human Resource Services.
 - c. The District will determine methods to understand how position postings are perceived by potential job seekers and whether there are any unintended barriers to candidates securing interviews.
 - d. Provide travel reimbursement for first-level interviews to eligible candidates.
 - e. Provide an option to offer first-level interviews and teaching demonstrations via videoconference for out-of-state candidates.
2. Working with the District's current applicant tracking system vendor (PeopleAdmin), Human Resource Services will explore reports and processes for informing the District's administration and Governing Board of the aggregate demographic makeup of qualified applicant pools within the scope of applicable laws and regulations (Education Code; Title 5 sections 53000 et seq. of the California Code of Regulations). Sharing this aggregate information must be accompanied with instructions for the permissible use of the data and a reminder of the confidential nature of this information.
 3. Provide District-wide training on recruitment-related issues that includes, but is not limited to, opportunities such as:

- a. Basic diversity awareness training that provides an overview of the importance of diversity in hiring and the “Four A’s” (Awareness, Analysis, Action, and Assessment).
- b. Faculty-hosted campus forums on diversity to be presented to faculty, staff, administration, and Governing Board members.
- c. Strengthening the District’s selection committee training with regards to eliminating bias and embracing diversity during the interview process.
- d. Implicit bias in hiring decisions (facilitated by an outside consultant or District expert).
- e. Recruitment fairs that invite internal and external job seekers to learn about Palomar College’s application and interview process.

Employee Training on Other Topics.

- 1. Sexual harassment prevention training is available to all District employees, including those employees mandated to receive such training under California A.B. 1825. Information about the District’s current A.B. 1825 training is provided in Appendix E.
- 2. Trainings on other diversity, non-discrimination, and cultural proficiency topics are offered to all employees through the Human Resource Services Department and the District’s Professional Development program. Information about trainings provided by Human Resource Services is provided in Appendix E. The Professional Development program’s current list of course offerings may be viewed at www.palomar.edu/pd.

Other Practices.

The District shall seek to further enhance its commitment to diversity and equal employment opportunity through review of current practices and the development of additional ongoing measures. Such practices, when implemented, shall be included in future revisions of the Plan.

Appendix A.

Unlawful Discrimination and Sexual Harassment Policies and Procedures

Contents

- A-1. Unlawful Discrimination Policy (B.P. 3410 Nondiscrimination)
- A-2. Unlawful Discrimination Complaint Procedure
- A-3. Sexual Harassment Policy (B.P. 3430 Prohibition of Harassment)
- A-4. Sexual Harassment Administrative Procedure (A.P. 3430 Prohibition of Harassment)
- A-5. Sexual Harassment Complaint Procedure
- A-6. Unlawful Discrimination Complaint form

GENERAL INSTITUTION**BP 3410 NONDISCRIMINATION****References:**

Education Code Sections 66250 et seq., 72010 et seq., and 87100 et seq.;
Penal Code Sections 422.55 et seq.;
Government Code Sections 11135-11139.5, 12926.1, and 12940 et seq.;
Title 5 Sections 53000 et seq. and 59300 et seq.;
Accreditation Standard II.B.2.c

The District is committed to equal opportunity in educational programs, employment, and all access to institutional programs and activities. In addition, all students have the right to participate fully in the educational process, free from discrimination and harassment.

The District, and each individual who represents the District, shall provide equal access to its services, classes, and programs without regard to national origin, religion, age, gender, gender identity, gender expression, race, ethnicity, color, medical condition, genetic information, ancestry, sexual orientation, marital status, physical or mental disability, pregnancy, or because he/she is perceived to have one or more of the foregoing characteristics, or based on association with a person or group with one or more of these actual or perceived characteristics.

No District funds shall ever be used for membership, or for any participation involving financial payment or contribution on behalf of the District or any individual employed by or associated with it, to any private organization whose membership practices are discriminatory on the basis of national origin, religion, age, gender, gender identity, gender expression, race, color, medical condition, genetic information, ancestry, sexual orientation, marital status, physical or mental disability, or because he/she is perceived to have one or more of the foregoing characteristics, or because of his/her association with a person or group with one or more of these actual or perceived characteristics.

All courses, including noncredit classes, shall be conducted without regard to the gender of the student enrolled in the classes. As defined in the Penal Code, "gender" means sex, and includes a person's gender identity and gender-related appearance and behavior whether or not stereotypically associated with the person's assigned sex at birth. The District shall not prohibit any student from enrolling in any class or course on the basis of gender. Academic staff, including but not limited to counselors, instructors, and administrators shall not offer program guidance to students which differs on the basis of gender. Insofar as practicable, the District shall offer opportunities for participation in athletics equally to male and female students.

The District shall from time to time as necessary provide professional and staff development activities and training to promote understanding of diversity. The

Superintendent/President shall establish administrative procedures that ensure all members of the District community can present complaints regarding alleged violations of this policy and have their complaints heard in accordance with the Title 5 regulations and those of other agencies that administer state and federal laws regarding nondiscrimination.

Also see BP/AP 3420 titled Equal Employment Opportunity, BP/AP 3430 titled Prohibition of Harassment, AP 3435 titled Discrimination and Harassment Investigations and Training, and BP/AP 7120 titled Recruitment and Hiring.



Unlawful Discrimination Complaint Procedure

Governing Board Approved: December 10, 2002

Introduction and Scope

These are the written procedures for filing and processing complaints of unlawful discrimination in the Palomar Community College District. These procedures incorporate the legal principles contained in nondiscrimination provisions of the California Code of Regulations, Title 5, sections 59300 et seq. as well as other state and federal substantive and procedural requirements.

A copy of the written policy and procedures on unlawful discrimination are available in the Office of Human Resource Services.

These policies and procedures were adopted by the Palomar College Community College District Governing Board on December 10, 2002, in accordance with the procedures of the Board.

Authority: 20 U.S.C. § 1681 et seq.; Ed. Code, §§ 66270, 66271.1, 66281.5; Gov. Code, § 11135-11139.5; Cal. Code Regs., tit. 5, § 59326. Reference: Cal. Code Regs., tit. 5, § 59300 et seq.; 34 C.F.R. § 106.8(b).

Definitions

Definitions applicable to nondiscrimination policies are as follows:

- “Appeal” means a request by a complainant made in writing to the Palomar Community College District governing board pursuant to Title 5, section 59338, and/or to the State Chancellor’s Office pursuant to Title 5, section 59339, to review the administrative determination of the District regarding a complaint of discrimination.
- “Complaint” means a written and signed statement meeting the requirements of Title 5, section 59328 that alleges unlawful discrimination in violation of the nondiscrimination regulations adopted by the Board of Governors of the California Community Colleges, as set forth at Title 5, section 59300 et seq.
- “Days” means calendar days.
- “Mental disability includes, but is not limited to, all of the following:
 - (1) Having any mental or psychological disorder or condition, such as mental retardation, organic brain syndrome, emotional or mental illness, or specific learning disabilities, that limits a major life activity, for purposes of this section:
 - (A) “Limits” shall be determined without regard to mitigating measures, such as medications, assistive devices, or reasonable accommodations, unless the mitigating measure itself limits a major life activity.
 - (B) A mental or psychological disorder or condition limits a major life activity if it makes the achievement of the major life activity difficult.
 - (C) “Major life activities” shall be broadly construed and shall include physical, mental, and social activities and working.
 - (2) Any other mental or psychological disorder or condition not described in paragraph (1) that requires specialized supportive services.
 - (3) Having a record or history of a mental or psychological disorder or condition described in paragraph (1) or (2) which is known to the District.

- (4) Being regarded or treated by the District as having, or having had, any mental condition that makes achievement of a major life activity difficult.
 - (5) Being regarded or treated by the District as having, or having had, a mental or psychological disorder or condition that has no present disabling effect, but that may become a mental disability as described in paragraph (1) or (2).
- “Mental disability” does not include sexual behavior disorders, compulsive gambling, kleptomania, pyromania, or psychoactive substance use disorders resulting from the current unlawful use of controlled substances or other drugs.
 - “Physical disability” includes, but is not limited to, all of the following:
 - (1) Having any physiological disease, disorder, condition, cosmetic disfigurement, or anatomical loss that does both of the following:
 - (A) Affects one or more of the following body systems: neurological, immunological, musculoskeletal, special sense organs, respiratory, including speech organs, cardiovascular, reproductive, digestive, genitourinary, hemic and lymphatic, skin, and endocrine.
 - (B) Limits a major life activity. For purposes of this section:
 - (i) “Limits” shall be determined without regard to mitigating measures such as medications, assistive devices, prosthetics, or reasonable accommodations, unless the mitigating measure itself limits a major life activity.
 - (ii) A physiological disease, disorder, condition, cosmetic disfigurement, or anatomical loss limits a major life activity if it makes the achievement of the major life activity difficult.
 - (iii) “Major life activities” shall be broadly construed and includes physical, mental, and social activities and working.
 - (2) Any other health impairment not described in paragraph (1) that requires specialized supportive services.
 - (3) Having a record or history of a disease, disorder, condition, cosmetic disfigurement, anatomical loss, or health impairment described in paragraph (1) or (2) which is known to the District.
 - (4) Being regarded or treated by the District as having, or having had, any physical condition that makes achievement of a major life activity difficult.
 - (5) Being regarded or treated by the District as having, or having had, a disease, disorder, condition, cosmetic disfigurement, anatomical loss, or health impairment that has no present disabling effect but may become a physical disability as described in paragraph (1) or (2).
 - (6) “Physical disability” does not include sexual behavior disorders, compulsive gambling, kleptomania, pyromania, or psychoactive substance use disorders resulting from the current unlawful use of controlled substances or other drugs.
 - “District” means the Palomar Community College District or any District program or activity that is funded directly by the state or receives financial assistance from the state. This includes any other organization associated with the District or its educational centers that receives state funding or financial assistance through the District.
 - “Responsible District Officer” means the officer identified by the District to the State Chancellor’s Office as the person responsible for receiving complaints filed pursuant to Title 5, section 59328, and coordinating their investigation.
 - “Sexual harassment” is unlawful discrimination in the form of unwelcome sexual advances, requests for sexual favors, and other verbal, visual, or physical conduct of a sexual nature, made by someone from or in the workplace or in the educational setting, and includes but is not limited to:
 - (1) Making unsolicited written, verbal, physical, and/or visual contacts with sexual overtones. (Examples of possible sexual harassment that appear in a written form include, but are not limited to: suggestive or obscene letters, notes, invitations. Examples of possible verbal sexual harassment include, but are

not limited to: leering, gestures, display of sexually aggressive objects or pictures, cartoons, or posters.)

- (2) Continuing to express sexual interest after being informed that the interest is unwelcomed.
 - (3) Making reprisals, threats of reprisal, or implied threats of reprisal following a rebuff of harassing behavior. The following are examples of conduct in an academic environment that might be found to be sexual harassment: implying or actually withholding grades earned or deserved; suggesting a poor performance evaluation will be prepared; or suggesting a scholarship recommendation or college application will be denied.
 - (4) Engaging in explicit or implicit coercive sexual behavior within the work environment which is used to control, influence, or affect the employee's career, salary, and/or work environment.
 - (5) Engaging in explicit or implicit coercive sexual behavior within the educational environment that is used to control, influence, or affect the educational opportunities, grades, and/or learning environment of a student.
 - (6) Offering favors or educational or employment benefits, such as grades or promotions, favorable performance evaluations, favorable assignments, favorable duties or shifts, recommendations, reclassifications, etc., in exchange for sexual favors.
- "Unlawful discrimination" means any complaint of unlawful discrimination based on a category protected under Title 5, section 59300, including sexual harassment and retaliation.

Authority: Gov. Code, § 12926; Cal Code Regs., tit. 5, § 59311; Revised Sexual Harassment Guidance: Harassment of Students by School Employees, Other Students, or Third Parties, Title IX, Office for Civil Rights, January 19, 2001.

Students and Employees Notice

The Palomar Community College District's responsible officer shall make available to employees and students the District's unlawful discrimination policy and procedures. Faculty members, members of the administrative staff, and members of the classified service will be provided with a copy of the District's written policy on unlawful discrimination at the beginning of the first semester of the college year after the policy is adopted. All District employees will receive a copy of the unlawful discrimination policies and procedures during the first year of their employment. In years in which a substantive policy or procedural change has occurred all District employees will receive a copy of the revised policies and/or procedures. A copy of the District's written policy on unlawful discrimination will be available to students in the Student Affairs Office.

Authority: Ed. Code, § 66281.5; Cal. Code Regs., tit. 5, §§ 59324 and 59326. Reference: Cal. Code Regs., tit. 5, § 59300 et seq.; 34 C.F.R. § 106.8(b).

Retaliation

It is unlawful for anyone to retaliate against someone who files an unlawful discrimination complaint, who refers a matter for investigation or complaint, who participates in an investigation of a complaint, who represents or serves as an advocate for an alleged victim or alleged offender, or who otherwise furthers the principles of this unlawful discrimination policy.

Authority: 20 U.S.C. § 1681 et seq.; 34 C.F.R. § 106; Cal. Code Regs., tit. 5, § 59300 et seq.; Revised Sexual Harassment Guidance: Harassment of Students by School Employees, Other Students, or Third Parties, Title IX, Office for Civil Rights, January 19, 2001.

Responsible District Officer

The Palomar Community College District has identified the Assistant Superintendent/Vice President, Human Resource Services, to the State Chancellor's Office and to the public as the single District officer responsible for receiving all unlawful discrimination complaints filed pursuant to Title 5, section 59328, and for coordinating their

investigation. The actual investigation of complaints may be assigned to other staff or to outside persons or organizations under contract with the District. Such delegation procedures will be used whenever the officer designated to receive complaints is named in the complaint or is implicated by the allegations in the complaint.

Authority: Cal. Code Regs., tit. 5, § 59324; 34 C.F.R. § 106.8.

Procedure

Informal/Formal Complaint Procedure

When a person brings charges of unlawful discrimination to the attention of the District's responsible officer, that officer will:

- (1) Undertake efforts to informally resolve the charges;
- (2) Advise the complainant that he or she need not participate in informal resolution;
- (3) Notify the person bringing the charges of his or her right to file a formal complaint and explain the procedure for doing so;
- (4) Assure the complainant that he or she will not be required to confront or work out problems with the person accused of unlawful discrimination;
- (5) Advise the complainant that he or she may file a nonemployment-based complaint with the Office for Civil Rights of the U.S. Department of Education (OCR) where such a complaint is within that agency's jurisdiction.
- (6) If the complaint is employment-related, the complainant should also be advised that he or she may file a complaint with the U.S. Equal Employment Opportunity Commission (EEOC) and/or the California Department of Fair Employment and Housing (DFEH) where such a complaint is within that agency's jurisdiction.

Efforts at informal resolution need not include any investigation unless the responsible District officer determines that an investigation is warranted by the seriousness of the charges. Selecting an informal resolution does not extend the time limitations for filing a formal complaint. Efforts at informal resolution may continue after the filing of a formal written complaint, but after a complaint is filed an investigation is required to be conducted pursuant to Title 5, section 59334, and will be completed unless the matter is informally resolved and the complainant dismisses the complaint. Any efforts at informal resolution after the filing of a written complaint will not exceed the 90-day period for rendering the administrative determination pursuant to Title 5, section 59336.

In employment-related cases, if the complainant files with the Department of Fair Employment and Housing, a copy of that filing will be sent to the State Chancellor's Office requesting a determination of whether a further investigation under Title 5 is required. Unless the State Chancellor's Office determines that a separate investigation is required, the District will discontinue its investigation under Title 5 and the matter will be resolved through the Department of Fair Employment and Housing.

The District will make every effort to complete investigations and resolve complaints as quickly as possible. In discrimination complaints containing issues of academic freedom, the District must consult with a faculty member appointed by the Academic Senate with respect to contemporary practices and standards for course content and delivery. The District will provide for representation where required by law and may allow for representation for the accused and complainant in other circumstances on a case by case basis.

Authority: Cal. Code Regs., tit. 5, §§ 59327, 59328, 59334, 59336, and 59339; NLRB v. Weingarten, Inc. (1975) 420 U.S. 251.

Filing of Formal Written Complaint

If a complainant decides to file a formal written unlawful discrimination complaint against the District, he or she must file the complaint on a form prescribed by the State Chancellor. These approved forms are available from the District and also at the State Chancellor's website, as follows:

The completed form must be filed with the District representative or mailed directly to the State Chancellor's Office of the California Community Colleges.

Once a complaint is filed, the individual(s) accused of engaging in prohibited discriminatory conduct should be advised of that filing and the general nature of the complaint. This should occur as soon as possible and appropriate under the circumstances. The District will also advise the accused that an assessment of the accuracy of the allegations has not yet been made, that the complaint will be investigated, that the accused will be provided an opportunity to present his/her side of the matter, and that any conduct that could be viewed as retaliatory against the complainant or any witnesses must be avoided.

Authority: Cal. Code Regs., tit. 5, §§ 59311 and 59328.

Threshold Requirements Prior to Investigation of a Formal Written Complaint

When a formal written complaint is filed it will be reviewed to determine if the complaint meets the following requirements:

- The complaint must be filed on a form prescribed by the State Chancellor's Office.
- The complaint must allege unlawful discrimination prohibited under Title 5, section 59300.
- The complaint must be filed by one who alleges that he or she has personally suffered unlawful discrimination or by one who has learned of such unlawful discrimination in his or her official capacity as a faculty member, staff member, or administrator.
- In any complaint not involving employment, the complaint must be filed within one year of the date of the alleged unlawful discrimination or within one year of the date on which the complainant knew or should have known of the facts underlying the specific incident or incidents of alleged unlawful discrimination.
- In any complaint alleging discrimination in employment, the complaint shall be filed within 180 days of the date the alleged unlawful discrimination occurred, except that this period will be extended by no more than 90 days following the expiration of that 180 days if the complainant first obtained knowledge of the facts of the alleged violation after the expiration of 180 days.

If the complaint is defective it will be immediately returned to the complainant with a complete explanation of why an investigation could not be initiated under Title 5, California Code of Regulations, section 59300 et seq. Additional information about this initial review of complaints can be found in the Guidelines for Processing Formal Title 5 Unlawful Discrimination Complaints prepared by the State Chancellor's Office.

Authority: Cal. Code Regs., tit. 5, § 59328.

Notice to State Chancellor or District

A copy of all complaints filed in accordance with the Title 5 regulations will be forwarded to the State Chancellor's Office immediately upon receipt. Similarly, when the State Chancellor's Office receives a complaint a copy will be forwarded to the District.

Authority: Cal. Code Regs., tit. 5, § 59330.

Confidentiality of the Process

Investigative processes can best be conducted within a confidential climate, and the District does not reveal information about such matters except as necessary to fulfill its legal obligations. However, potential complainants are sometimes reluctant to pursue a complaint if their names will be revealed.

The inability to reveal the name of a complainant or facts that are likely to reveal the identity of the complainant can severely limit the ability of the District to respond. Complainants must also recognize that persons who are accused of wrongdoing have a right to present their side of the matter, and this right may be jeopardized if the

District is prohibited from revealing the name of the complainant or facts that are likely to disclose the identity of the complainant.

If a complainant insists that his or her name not be revealed, the responsible officer should take all reasonable steps to investigate and respond to the complaint consistent with the complainant's request as long as doing so does not jeopardize the rights of other students or employees.

It is also important that complainants and witnesses understand the possibility that they may be charged with allegations of defamation if they circulate the charges outside of the District's process. In general, persons who are participating in a District investigative or disciplinary process that is related to a charge of discrimination are protected from tort claims such as defamation. However, persons who make allegations outside of these processes or who discuss their claims with persons outside of the process may expose themselves to tort charges. Complainants, witnesses, and those accused of discrimination will all be asked to sign a confidentiality acknowledgement statement.

Where an investigation reveals the need for disciplinary action, the complainant may wish to have information about what disciplinary actions the District took. However, the privacy rights of the persons involved often prevent the District from providing such information. In student disciplinary actions for sexual assault/physical abuse charges, Education Code, section 76234 provides that the victim shall be informed of the disciplinary action, but that the victim must keep the information confidential. Disciplinary actions taken against employees are generally considered confidential.

Authority: Cal. Const. Art. I, § 1; Civil Code § 47; Ed. Code, §§ 76234 and 87740; Silberg v. Anderson (1990) 50 Cal.3d. 205; Revised Sexual Harassment Guidance: Harassment of Students by School Employees, Other Students, or Third Parties, Title IX, Office for Civil Rights, January 19, 2001.

Administrative Determination

Within 90 days of receiving an unlawful discrimination complaint filed under Title 5, sections 59300 et seq., the responsible District officer will complete the investigation and forward a copy of the investigative report to the State Chancellor, a copy or summary of the report to the complainant, and written notice setting forth all the following to both the complainant and the State Chancellor:

- (a) The determination of the chief executive officer or his/her designee as to whether there is probable cause to believe discrimination occurred with respect to each allegation in the complaint;
- (b) a description of actions taken, if any, to prevent similar problems from occurring in the future;
- (c) the proposed resolution of the complaint; and
- (d) the complainant's right to appeal to the District governing board and the State Chancellor.

The Palomar Community College District recognizes the importance of and is therefore committed to completing investigations and resolving complaints as quickly as possible, consistent with the requirements for a thorough investigation.

Authority: Cal. Code Regs., tit. 5, § 59336.

Complainant's Appeal Rights

Complainants have appeal rights that they may exercise if they are not satisfied with the results of the District's administrative determination. At the time the administrative determination and summary is mailed to the complainant, the responsible District officer or his/her designee shall notify the complainant of his or her appeal rights as follows:

- First level of appeal: The complainant has the right to file an appeal to the District's governing board within 15 days from the date of the administrative determination. The District's governing board will review the original complaint, the investigative report, the administrative determination, and the appeal.
- The District's governing board will issue a final District decision in the matter within 45 days after receiving the appeal. Alternatively, the District's governing board may elect to take no action within 45 days, in

which case the original decision in the administrative determination will be deemed to be affirmed and shall become the final District decision in the matter. A copy of the final decision rendered by the District's governing board will be forwarded to the complainant and to the State Chancellor's Office.

- Second level of appeal: The complainant has the right to file an appeal with the California Community College Chancellor's Office in any case not involving employment-related discrimination within 30 days from the date that the governing board issues the final District decision or permits the administrative determination to become final by taking no action within 45 days. The appeal must be accompanied by a copy of the decision of the governing board or evidence showing the date on which the complainant filed an appeal with the governing board, and a statement under penalty of perjury that no response was received from the governing board within 45 days from that date.

Complainants must submit all appeals in writing.

Authority: Cal. Code Regs., tit. 5, §§ 59338 and 59339.

Forward to State Chancellor

Within 150 days of receiving a complaint, the responsible District officer will forward the following to the State Chancellor:

- A copy of the final District decision rendered by the governing board or a statement indicating the date on which the administrative determination became final as a result of taking no action on the appeal within 45 days.
- A copy of the notice of appeal rights the District sent the complainant.
- Any other information the State Chancellor may require.

Authority: Cal. Code Regs., tit. 5, §§ 59338 and 59340.

Extensions

If for reasons beyond its control, the District is unable to comply with the 90-day or 150-day deadlines specified above for submission of materials to the complainant and the State Chancellor's Office, the responsible District officer will file a written request that the State Chancellor grant an extension of the deadline. The request will be submitted no later than 10 days prior to the expiration of the deadlines established by Title 5 in sections 59336 and/or 59340 and will set forth the reasons for the request and the date by which the District expects to be able to submit the required materials.

A copy of the request for an extension will be sent to the complainant, who may file written objections with the State Chancellor within 5 days of receipt.

The State Chancellor may grant the request unless delay would be prejudicial to the complainant. If an extension of the 90-day deadline is granted by the State Chancellor the 150-day deadline is automatically extended by an equal amount.

Authority: Cal. Code Regs., tit. 5, § 59342.

Record Retention

Unlawful discrimination records that are part of an employee's employment records may be classified as Class 1 – Permanent records and retained indefinitely or microfilmed in accordance with Title 5, California Code of Regulations, Section 59022. Unlawful discrimination records of a student that are deemed worthy of preservation but not classified as Class-1 Permanent may be classified as Class 2 – Optional records or as Class 3 – Disposable records, to be retained for a period of three years.

Authority: Cal. Code Regs., tit. 5, § 59020.

GENERAL INSTITUTION**BP 3430 PROHIBITION OF HARASSMENT****References:**

Education Code Sections 212.5, 44100, 66252, and 66281.5;
Government Code Section 12950.1;
Title VII of the Civil Rights Act of 1964, 42 U.S.C.A. Section 2000e

All forms of harassment are contrary to basic standards of conduct between individuals and are prohibited by state and federal law, as well as this policy, and will not be tolerated. The District is committed to providing an academic and work environment that respects the dignity of individuals and groups. The District shall be free of sexual harassment and all forms of sexual intimidation and exploitation including acts of sexual violence. It shall also be free of other unlawful harassment, including that which is based on any of the following statuses: race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, or sexual orientation of any person, or because he/she is perceived to have one or more of the foregoing characteristics.

The District seeks to foster an environment in which all employees and students feel free to report incidents of harassment without fear of retaliation or reprisal. Therefore, the District also strictly prohibits retaliation against any individual for filing a complaint of harassment or for participating in a harassment investigation. Such conduct is illegal and constitutes a violation of this policy. All allegations of retaliation will be swiftly and thoroughly investigated. If the District determines that retaliation has occurred, it will take all reasonable steps within its power to stop such conduct. Individuals who engage in retaliatory conduct are subject to disciplinary action, up to and including termination or expulsion.

Academic Freedom

This policy works with BP 4030 titled Academic Freedom and is not intended to inhibit or interfere with freedom of expression and freedom of inquiry within the framework of responsibility. It is understood that staff members exercising their rights under Academic Freedom will accept responsibility for both the substance and the manner of their messages.

Any student or employee who believes that he/she has been harassed or retaliated against in violation of this policy should immediately report such incidents by following the procedures described in AP 3435 titled Discrimination and Harassment Investigations and Training. Supervisors are mandated to report all incidents of harassment and retaliation that come to their attention.

This policy applies to all aspects of the academic environment, including but not limited to classroom conditions, grades, academic standing, employment opportunities, scholarships, recommendations, disciplinary actions, and participation in any community college activity. In addition, this policy applies to all terms and conditions of employment, including but not limited to hiring, placement, promotion, disciplinary action, layoff, recall, transfer, leave of absence, training opportunities, and compensation.

To this end, the Superintendent/President shall ensure that the District undertakes education and training activities to counter discrimination and to prevent, minimize, and/or eliminate any hostile environment that impairs access to equal education opportunity or impacts the terms and conditions of employment.

The Superintendent/President shall establish procedures as defined by law that define harassment on campus. The Superintendent/President shall further establish procedures for employees, students, and other members of the campus community that provide for the investigation and resolution of complaints regarding harassment and discrimination and procedures for students to resolve complaints of harassment and discrimination. All participants are protected from retaliatory acts by the District, its employees, students, and agents. The Vice President, Human Resource Services is the responsible District officer charged with receiving complaints of harassment and coordinating the investigation.

This policy and related written procedures (including the procedure for making complaints) shall be widely published and publicized to administrators, faculty, staff, and students, particularly when they are new to the institution. They shall be available for students and employees in all administrative offices.

Employees who violate the policy and procedures may be subject to disciplinary action up to and including termination. Students who violate this policy and related procedures may be subject to disciplinary measures up to and including expulsion.

Also see BP 3410 titled Nondiscrimination, BP/AP 3420 titled Equal Employment Opportunity, AP 3435 titled Discrimination and Harassment Investigations and Training, BP 4030 titled Academic Freedom, and appropriate provisions of applicable collective bargaining agreements/employee handbooks

GENERAL INSTITUTION**AP 3430 PROHIBITION OF HARASSMENT****References:**

Education Code Sections 212.5, 44100, and 66281.5;
Title 5 Sections 59320 et seq.;
Title IX, Education Amendments of 1972;
Title VII of the Civil Rights Act of 1964, 42 U.S.C.A. Section 2000e

The District is committed to providing an academic and work environment free of unlawful harassment. This procedure defines sexual harassment and other forms of harassment on campus, and in conjunction with associated administrative procedure AP 3435 titled Discrimination and Harassment Investigations and Training, sets forth a procedure for the investigation and resolution of complaints of harassment by or against any staff or faculty member or student within the District.

This procedure and the related policy protects students and employees in connection with all academic, educational, extracurricular, athletic, and other programs of the District, whether those programs take place in the District's facilities, a District bus, or at a class or training program sponsored by the District at another location.

Academic Freedom

This policy works with BP 4030 titled Academic Freedom and is not intended to inhibit or interfere with freedom of expression and freedom of inquiry within the framework of responsibility. It is understood that all employees exercising their rights under Academic Freedom will accept responsibility for both the substance and the manner of their expression.

Definitions

- **General Harassment** -- Harassment based on race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, gender, gender identity, gender expression, sex, age, or sexual orientation of any person, or the perception that a person has one or more of these characteristics is illegal and violates District policy. Gender-based harassment does not necessarily involve conduct that is sexual. Any hostile or offensive conduct based on gender can constitute prohibited harassment.
- **Sexual Harassment** -- In addition to the above, sexual harassment consists of unwelcome sexual advances, requests for sexual favors, and other conduct of a sexual nature when:
 - submission to the conduct is made a term or condition of an individual's employment, academic status, or progress

- submission to, or rejection of, the conduct by the individual is used as a basis of employment or academic decisions affecting the individual
- the conduct has the purpose or effect of having a negative impact upon the individual's work or academic performance, or of creating an intimidating, hostile, or offensive work or educational environment
- submission to, or rejection of, the conduct by the individual is used as the basis for any decision affecting the individual regarding benefits and services, honors, programs, or activities available at or through the community college

This definition encompasses two kinds of sexual harassment:

- "Quid pro quo" sexual harassment occurs when a person in a position of authority makes educational or employment benefits conditional upon an individual's willingness to engage in or tolerate unwanted sexual conduct
- "Hostile environment" sexual harassment occurs when unwelcome conduct based on a person's gender is sufficiently severe or pervasive so as to alter the conditions of an individual's learning or work environment, unreasonably interfere with an individual's academic or work performance, or create an intimidating, hostile, or abusive learning or work environment. The victim must subjectively perceive the environment as hostile, and the harassment must be such that a reasonable person of the same gender would perceive the environment as hostile. A single or isolated incident of sexual harassment may be sufficient to create a hostile environment if it is severe, i.e. a sexual assault.
- Sexually harassing conduct can occur between people of the same or different genders. The standard for determining whether conduct constitutes sexual harassment is whether a reasonable person of the same gender as the victim would perceive the conduct as harassment based on sex.

Consensual Relationships

Romantic or sexual relationships between supervisors and employees, or between administrators, faculty or staff members and students are discouraged. There is an inherent imbalance of power and potential for exploitation in such relationships. A conflict of interest may arise if the administrator, faculty, or staff member must evaluate the student's or employee's work or make decisions affecting the employee or student. The relationship may create an appearance of impropriety and lead to charges of favoritism by other students or employees. A consensual sexual relationship may change, with the result that sexual conduct that was once welcome becomes unwelcome and harassing. In the event that such relationships do occur, the District has the authority to transfer any involved employee to eliminate or attenuate the supervisory authority of one over the other, or of an instructor over a student. Such action by the

District is a proactive and preventive measure to avoid possible charges of harassment and does not constitute discipline against any affected employee.

Also see BP 3410 titled Nondiscrimination, BP 3420 titled Equal Employment Opportunity, BP 3430 titled Prohibition of Harassment, AP 3435 titled Discrimination and Harassment Investigations and Training, BP 4030 Academic Freedom, and relevant provisions of applicable collective bargaining agreements/employee handbooks.

Office of Primary Responsibility: Human Resource Services



Sexual Harassment Complaint Procedure

Original: March 10, 2000

Revised: July 3, 2014

A. Introduction

1. Applicability

This procedure applies to students, employees and applicants for employment who, either allege that they have personally suffered sexual harassment discrimination or retaliation, or to an individual who learned of the alleged conduct in his or her official capacity. Any oral or written complaint of sexual harassment discrimination or retaliation must be made to one of the individuals identified in paragraph B below within one year of the date of the alleged harassment or retaliation, or within one year of the date on which the Complainant knew or should have known of the facts underlying the alleged unlawful discrimination.

2. Definitions

Complainant: A student, employee or applicant for employment who believes that they have been personally sexually harassed, or an individual who learned of it in his or her official capacity.

Respondent: The individual who allegedly sexually harassed or took reprisals upon the Complainant, or an individual who participated in the complaint procedure.

Complaint: A written statement which contains as much detail as possible as to the circumstances surrounding the alleged harassment including date(s), time(s), description of incident(s), witnesses and the desired remedy.

Informal Complaint: An unwritten complaint, which the Complainant has verbally provided to a District supervisor or management employee and which contains the information described in the Complaint definition above.

Days: Days, as used in this procedure, mean days in which the District is open for business.

B. Reporting Unwelcome Conduct

Sexual harassment is unlawful only when it is conduct which is not solicited, welcome or voluntarily engaged in or participated in. Therefore, where possible or practicable, an individual who believes that such unwelcome conduct constitutes sexual harassment should clearly inform the perpetrator that such conduct is not wanted, not appropriate and should cease. Where it is not possible or practicable to do so, or if the harassment continues after clear notice to the alleged harasser that the conduct is unwelcome, employees, applicants and students should take the action set forth below.

Employees should immediately inform their supervisor or the Responsible Officer. If it is not practicable to inform the immediate supervisor, or that individual is the alleged harasser, employees shall promptly report any charges of discrimination to the next higher level supervisor or the Responsible Officer. Immediate supervisors who learn of such a complaint shall immediately report it to the Responsible Officer or President as appropriate. All charges shall be reported to the District Responsible Officer.

Students should immediately report any allegations of sexual harassment to the Director of Student Affairs, the Assistant Superintendent/Vice President of Student Services, or, if not available, to the Responsible Officer. Any such report shall be promptly reported to the Responsible Officer. Any District employee to whom an oral or written harassment complaint is reported shall immediately notify the Responsible Officer.

C. Informal Complaint Procedure

Upon the receipt of notice of the filing of a timely, within one (1) year of the date of the alleged harassment or retaliation, written or oral harassment complaint, the District Responsible Officer shall:

1. Clarify the specific nature of the allegations whether written or oral, and attempt to informally resolve the complaint.
2. Advise the individual that he or she need not participate in any informal efforts to resolve the complaint, and that he or she may file a complaint with the Office of Civil Rights of the U.S. Department of Education (OCR), or the Chancellor for California Community Colleges.
3. Take appropriate action to assist in preventing conduct by the alleged harasser or others which may constitute or appear to constitute reprisal for filing the complaint.
4. Within ten (10) days of the receipt of the complaint, provide a copy of this Policy to both the Respondent and the Complainant; provide to the Respondent written notice of the substance of the allegations of the complaint where oral, a copy of the complaint where written, and request that the Respondent provide a written response to the written complaint or to the summary of the allegations provided within ten (10) days. Failure or refusal of the individual making the complaint to provide requested information regarding the allegations, other facts or circumstances surrounding the charges, or necessary for the continued processing of the complaint, or to cooperate in the complaint procedure shall result in dismissal of the complaint without investigation or any further action.
5. Within ten (10) days of receipt of the statement of the Respondent, or if no statement is submitted within ten (10) days of the notice to the Respondent in paragraph 4 above, the Responsible Officer shall provide the Respondent the opportunity to discuss the allegations of the complaint and any possible resolution of them. If within the above ten (10) day period no statement is submitted, the Responsible Officer shall review what information is available to determine whether the allegations are sufficiently serious to warrant the initiation of a formal complaint.
6. If the matter is resolved, the Responsible Officer will put the agreed upon resolution in writing and shall meet individually with both parties who will review and sign an agreement which shall include the specific nature of the allegations and all of the terms of the resolution.
7. If the parties agree that there has been no sexual harassment and are satisfied with the resolution, the written agreement shall state these facts, and that the parties agree. The documents and the original of the agreement shall be retained by the Responsible Officer for a period of three (3) years, after which time the documents and the agreement will be shredded. The documents and the agreement will not be filed in the personnel files of either party.
8. If the parties agree that sexual harassment has occurred, but are satisfied with the resolution, then the agreement, specifically describing the conduct alleged, the resolution and the complaint shall be placed in a sealed envelope in the personnel file of the Respondent marked to the effect that it may be opened only at the direction of the President, or if otherwise required by law.
9. If the Complainant is not satisfied with the resolution of the complaint, or if the Responsible Officer determines that an informal resolution either cannot be reached or cannot be reached within thirty (30) days of the submission of the complaint at the informal level, the Responsible Officer will provide written notice of that determination to the parties and of the Complainant's right to file a formal complaint with the Responsible Officer under this Policy and/or with any federal or state enforcement agency such as the Office of Civil Rights, the Equal Employment Opportunity Commission, or the Department of Fair Employment and Housing.
10. Even if the Complainant is satisfied with the resolution of the complaint, or agrees that no sexual harassment or retaliation occurred, the Responsible Officer shall determine, subject to the approval of the President, whether the alleged conduct is of such a serious nature under all of the facts and circumstances that, if true, corrective action in addition to that agreed upon by the parties, if any, and/or disciplinary action would be appropriate. In such cases, the Responsible Officer will direct the formal investigation of the Complaint as provided in paragraph D below, provide a copy of the report of the investigation to the Respondent for review, comment and submission of any statement or evidence not previously provided within the time required to submit a statement in response to documents to be placed in the personnel file. The Responsible Officer shall submit such report and statement to the President for appropriate disposition.

D. Formal Complaint Procedure

1. Except as provided in paragraph C.10. above, the Complainant shall initiate the formal complaint procedure by filing a complaint in writing after completing the informal resolution process. A formal

complaint form is attached to this Procedure.

2. Upon receipt of the formal complaint, the Responsible Officer, or trained designee, shall investigate the complaint. Any designated investigator is required to notify the Responsible Officer immediately when it comes to his/her attention that such member is a witness to allegations, or for any other reason may not be able to fairly or impartially investigate the allegations.
3. The Responsible Officer or designee will examine the complaint, and will interview the Respondent and the Complainant, with their consent, and any other witnesses deemed necessary to make a determination as to whether the conduct alleged occurred as stated in the complaint, or if not, what conduct did occur. If sexual harassment did occur, the Responsible Officer will determine the nature and seriousness of the conduct in light of all of the surrounding facts and circumstances. The above determinations and the bases for such determinations shall be included in a written report drafted or submitted to the Responsible Officer for review within eighty (80) days of the filing of the formal written complaint. The Responsible Officer shall review the report for sufficiency and, if found to be sufficient, will review the report with the appropriate site manager and President for recommended action.
4. Within ninety (90) days of receiving the formal written complaint, the Responsible Officer shall provide the Complainant with:
 - a) A copy of the report of the District's investigation or a summary of the investigation;
 - b) A written notice of the administrative decision setting forth the determination of the President, or his or her designee, as to whether sexual harassment did or did not occur with respect to each allegation in the complaint; a description of action taken, if any, to prevent similar problems from occurring in the future; the proposed resolution of the complaint; notice of the Complainant's right to submit a written appeal to the District Governing Board within fifteen (15) days of receipt of the report; and to submit an appeal to the Chancellor of the California Community Colleges. The results of the investigation and the determination as to whether harassment occurred shall also be reported to the Respondent and to the Respondent's supervisor. The Responsible Officer shall be responsible for preparing and submitting the above notice.

E. Appeal to the Governing Board

If the Complainant timely files a written appeal to the Governing Board, the Board shall review the original complaint, the investigation report, the administrative decision, and the appeal. The Governing Board shall issue a final decision within forty-five (45) days after receiving the appeal, or the administrative decision will become final automatically upon the expiration of the forty-five (45) day period. The Complainant and the Respondent shall be notified in writing of the Governing Board's decision, or that the administrative decision has become final by operation of law.

F. Further Appeal

Within thirty (30) days after the Governing Board issues its final decision or the administrative decision otherwise becomes final, the Complainant shall have the right to file a written appeal with the Chancellor of Community Colleges. If the complaint involves allegations of employment related discrimination, the Complainant may, at any time, also file a complaint with the Department of Fair Employment and Housing or the Equal Employment Opportunity Commission instead of, or in addition to, filing a petition for review with the Chancellor of Community Colleges within thirty (30) days after the Governing Board issues a final decision or permits the administrative decision to become final. Any complaint filed with the Chancellor of Community Colleges must be filed within one (1) year of the date of the alleged unlawful discrimination or within one (1) year of the date on which the Complainant knew or should have known of the facts underlying the allegation of unlawful discrimination.

G. Reports

The District Responsible Officer shall make any required reports to the Chancellor of California Community Colleges.



Unlawful Discrimination Complaint Form

1. Name: _____

2. Address: _____

3. Phone (Day): _____ Phone (Evening): _____

4. Email Address: _____

5. I am a: ☐ Student ☐ Employee ☐ Other: _____

6. I wish to complain against:

District: _____ College: _____

7. Date of most recent incident of alleged discrimination: _____

(Non-employment complaints must be filed within one (1) year of the alleged unlawful discrimination. Employment complaints must be filed within six (6) months of the date of the alleged unlawful discrimination.)

8. I allege discrimination based on the following category protected under Title 5 (you must select at least one):

- | | | | |
|-----------------------------------|--|--|---|
| <input type="checkbox"/> Age | <input type="checkbox"/> Ethnic Group Identification | <input type="checkbox"/> Physical Disability | <input type="checkbox"/> Retaliation** (see below) |
| <input type="checkbox"/> Ancestry | <input type="checkbox"/> Mental Disability | <input type="checkbox"/> Race | <input type="checkbox"/> Sex/Gender (includes Harassment) |
| <input type="checkbox"/> Color | <input type="checkbox"/> National Origin | <input type="checkbox"/> Religion | <input type="checkbox"/> Sexual Orientation |

9. Clearly state your complaint (attach additional pages as necessary). Describe each incident of alleged discrimination separately. for each action provide the following information: 1) Date(s) on which the discriminatory action occurred; 2) name(s) of individual(s) who discriminated; 3) what happened; 4) witnesses (if any); and 5) why you believe the discrimination was because of your protected group status you indicated in section 8 above (such as your race, sex, age, or religion).

** If applicable, explain why you believe you were retaliated against for filing a complaint or asserting your right to be free from discrimination on any of the above grounds.

10. What would you like the District to do as a result of your complaint – what remedy are you seeking?

11. I certify that this information is to the best of my knowledge.

Signature of Complainant

Date

*Please submit this form to Human Resource Services, Room A-1 or mail to:
Palomar College, Human Resource Services, 1140 W. Mission Rd., San Marcos, CA 92069*

Appendix B.

Selection Process Trainings

Contents

- B-1. Selection Committee Training (Non-Faculty Positions)
- B-2. Selection Committee Training (Faculty Positions)
- B-3. District Compliance Officer Training



Selection Committee Training

Training Outline

- Vision and Mission Statements
- Diversity
- EEO Laws, Regulations and Policies
- Confidentiality
- Overview of Selection Committee's Responsibilities
- Compliance Officers
- Developing Application Screening and Interview Materials
- Screening Applications
- First- and Single-level Interviews
- Reference Checks
- Second-level Interviews
- Selection and Hire

Vision and Mission Statements

Vision and Mission Statements

- Vision: Learning for Success.
- Values: Palomar College's core values include access in programs and services; equity and the fair treatment of all in our policies and procedures; diversity in learning environments, philosophies, cultures, beliefs, and people; and inclusiveness of individual and collective viewpoints in collegial decision-making processes.
- Strategic Goal #3 (from Strategic Plan 2016): Recruit, hire, and support a diverse faculty and staff who are committed to student learning and achievement.

For the College's comprehensive Vision, Mission, Values, and Goals, visit:
<http://www.palomar.edu/about/goals.aspx>.



Why is Diversity Important?

- Recognizing diversity in the hiring process assists Palomar College in fulfilling its vision, mission, values, and goals.
- Hiring persons of diverse backgrounds and individuals that embrace diversity provides a variety of important benefits to the District.
- Local, student and staff demographics:
 - Local: <http://quickfacts.census.gov/qnl/states/06/06073.html>
 - Student: http://datamart.cccco.edu/Students/Enrollment_Status.aspx
 - Staff: <https://misweb.cccco.edu/misforhr/stat/staff.cfm>

EQUAL EMPLOYMENT OPPORTUNITY (EEO)

Federal Laws

- Civil Rights Act of 1964, Title VII: prohibits discrimination on the basis of race, color, religion, sex, and national origin.
- Age Discrimination in Employment Act of 1967 (ADEA): prohibits discrimination against persons age 40 and over in employment.
- Americans with Disabilities Act of 1990 (ADA): prohibits discrimination against those with physical and mental disabilities in employment and public services.

California State Laws

- California Fair Employment and Housing Act (FEHA): prohibits discrimination in employment on the basis of age (40 and over), ancestry, color, religious creed, disability (mental and physical, including HIV and AIDS), marital status, medical condition (including cancer and genetic characteristics), genetic information, national origin, race, religion, sex (including pregnancy, childbirth, and medical conditions associated with pregnancy or childbirth), gender, gender identity, gender expression, and sexual orientation. Note: Protects individuals of the listed classes, as well as individuals associated with members of or assumed to be members of the listed classes.
- California Code of Regulations, Title 5, §§ 53020 – 53026: outlines recruitment and selection practices related to required equal employment opportunity (EEO) programs for community colleges in California
- Proposition 209: Amended the California state constitution to prohibit preferential treatment towards any individual or group on the basis of race, sex, color, ethnicity, or national origin in public employment, public education and/or contracting.

District Policies

- B.P. 3410 – Nondiscrimination: The District, and each individual who represents the District, shall provide equal access to its services, classes, and programs without regard to national origin, religion, age, sex, gender, gender identity, race, color, medical condition, ancestry, sexual orientation, marital status, physical or mental disability, or because he/she is perceived to have one or more of the foregoing characteristics, or based on association with a person or group with one or more of these actual or perceived characteristics.
- B.P. 3420 – Equal Employment Opportunity: The Governing Board supports the intent set forth by the California Legislature to assure that effort is made to build a community in which opportunity is equalized and community colleges foster a climate of acceptance with the inclusion of faculty and staff from a wide variety of backgrounds. It agrees that diversity in the academic environment fosters cultural awareness, mutual understanding, respect, harmony, and suitable role models for all students. The Board therefore commits itself to promote the total realization of equal employment through a continuing equal employment opportunity program.
- B.P. 7100 – Commitment to Diversity: The Governing Board is committed to hiring and staff development processes that support the goals of equal opportunity and diversity and provide equal consideration for all qualified candidates.

For complete District Policies, visit: www.palomar.edu/gb/Web%20Pages/PoliciesAndProcedures.html.

Confidentiality



Confidentiality



- The hiring process is a highly sensitive and confidential process. It is critical that committee members maintain the highest degree of confidentiality – before, during and after the screening/interviewing process.
- As a member of the selection committee, you agree that you are acting as an agent of Palomar College and understand that you are participating in a confidential process. You recognize that all actions related to this process are subject to the laws and regulations relating to equal and fair employment practices. Failure to maintain confidentiality could result in violation of Federal or state regulations and incur liability on behalf of the District.
- You will be required to sign a Confidentiality Agreement for each committee on which you serve.

Examples Of What To Avoid

- **Personal knowledge and hearsay:**
 - Do not participate in hearsay at any time – before, during and after the recruitment process.
 - Do not discuss personal knowledge or what you have heard outside of the process about any of the candidates or potential candidates whether that information is positive or negative.
- **Attempting to influence other committee members:**
 - Do not discuss any of the candidates or potential candidates with committee members until deliberations.
- **Discussions outside of deliberations:**
 - No discussion (oral, written or electronic) should take place outside of deliberations about candidates or potential candidates.

Conflict of Interest

- By participating in this process, you also agree that you will immediately inform the Chairperson and remove yourself from the committee if you are related by blood, adoption, marriage or domestic partnership to any applicant for the position, or have a personal or financial relationship with any applicant that would prevent you from being objective during the screening process or could be perceived by an outside party as preventing objectivity.
- Not revealing a conflict of interest could lead to a complaint of an unfair hiring practice.

Overview of Selection Committee's Responsibilities

Summary of Responsibilities

- Selection Committee Goal: Select and hire the most qualified candidate who will support the learning and working environment of Palomar College and who will provide the greatest asset to our diverse student body, faculty and staff workforce, and community.
- Develop job-related application screening and interview materials.
- Review all applications.
- Participate in all interviews.

Summary of Responsibilities (Continued)

- Conduct reference checks on finalists (some committee members).
- Turn in all screening, interview evaluations, and reference check forms, and other written materials to your Committee Chair.
- Maintain integrity throughout the hiring process.
- Report any concerns to the Committee Chair or to HRS.

Compliance Officers

Compliance Officers

- A Compliance Officer is a non-voting member of a selection committee whose purpose is to ensure the hiring process is equitable for all applicants and protect the District from liability.
- Compliance Officers receive extensive training from HRS on EEO regulations and the District's hiring procedures.
- Main responsibilities:
 - Observes and monitors each stage of the process
 - Attends all meetings and interviews
 - Serves as a resource to committee members
 - Intervenes or halts the process when necessary

DEVELOPING APPLICATION SCREENING AND INTERVIEW MATERIALS

Screening Criteria

- Purpose: To review each applicant's materials using standardized criteria to ensure consistency in the application review phase of the hiring process.
- Must be developed from and directly related to the position announcement and job description.
- Sections of the announcement that contain items to screen include the preferred qualifications and the duties and responsibilities sections.

Screening Criteria (Continued)

- Must have a scoring scale.
- Must have one screening item related to sensitivity to diversity.
- Screening criteria must be submitted and approved by HRS before applications will be released to the committee for screening.

Interview Materials

- Interview Questions:
 - Develop job-related interview questions directly related to the position requirements and responsibilities listed in the announcement and job description.
 - Create a variety of questions:
 - Basic information question, a.k.a. the icebreaker question
 - Behavioral questions
 - Knowledge questions
 - Scenario questions
 - Learning outcomes question (faculty positions)
 - Include at least one question regarding diversity. Diversity questions should relate directly to the position whenever possible.
 - Sample questions are available by contacting HRS.

Interview Materials (Continued)

- Interview Answers:
 - Develop suggested/desired answers to the interview questions.
 - Answers should demonstrate desired characteristics and breadth of knowledge and experience of the ideal candidate.
 - Develop a method to score each question consistently.
- Interview questions and answers must be submitted and approved by HRS before applications will be released to the committee for screening.
- Skills Test (optional):
 - Decide if the candidates will perform any skills tests as part of the interview process (i.e. writing assignment or Excel exercise).
- Remember, all tests must be approved by HRS before applications will be released to the committee.

Screening Applications

Reviewing Applications

- Be consistent in your evaluation of each application using the screening criteria as a guide to select applicants for interviews.
- All applications must be kept secure and confidential at all times!
- Screening must be done individually and confidentially.
- Committee members must screen all applications.
- Please turn in all screening forms to HRS after the committee has decided who to interview.

Selecting Interviewees

- Select the most qualified candidates to interview based on how the applicants' scores in the screening process.
- If in doubt about whether or not to interview a candidate, select for an interview.

First- and Single-level Interviews

General Information

- Purpose: To assess experience, knowledge, and skills related to the position.
- Committee members must attend each interview in its entirety and evaluate each candidate.
- A standard and consistent introduction should be given to each candidate.
- Please write your name on the interview evaluation forms.

Guidelines

- Maintain appropriate body language and tone of voice during each interview, and be respectful of each candidate's background.
- Each committee member should ask the same questions of each candidate.
- Ask appropriate follow-up questions if needed.
- Stay within pre-determined time allotted for the interviews
- Take notes on objective, interview-related information only. Wait until all candidates have been interviewed and all committee members have finished their individual evaluations and scoring before discussing the candidates.
- Do not offer the position to a candidate or invite candidates to second-level interviews during the interview.

Determining Finalists

- Use information from the interviews as well as the application materials when deliberating after interviews.
- All finalists should be individuals who the committee would seriously consider hiring based on the outcome of the first-level interviews.
- Finalists for second-level interviews should not be ranked. All finalists who make it to second-level interviews are given equal consideration.
- Reference checks should be conducted before a hire recommendation is made, or before second-level interviews.
- Return all interview evaluation forms and the completed and signed Selection Committee Interview Report to HRS after a decision to hire has been made or finalists have been selected.

Reference Checks

Overview

- Reference checks must be conducted before second-level interviews, or before a hire recommendation is made.
- Please do not begin calling references before receiving notification from HRS.
- At least two individuals from the selection committee must conduct reference checks.
- If you have difficulty contacting references, please notify HRS as soon as possible.
- Return all reference checks forms to HRS after reference checks have been conducted.
- Detailed reference check guidelines and sample questions are available from HRS.

SECOND-LEVEL INTERVIEWS

Second-level Interviews

- Purpose: To assess suitability as a potential employee of the department and District, and to recap and confirm information learned at the first level.
- During the interviews, the committee must adhere to the same guidelines described for first-level interviews.
- A minimum of two finalists must be interviewed.

Selection and Hire

Requirements

- As a committee, complete the interview report. Give specific, job-related reasons as to why each candidate was/wasn't selected.
- If appropriate, the committee may identify second choice candidates on the interview report in case the first choice declines the position.
- HRS will usually make the job offer to the selected candidate.
- Pre-employment requirements must be fulfilled in order for the new hire to be placed on the Governing Board agenda.
 - TB test results and Live Scan (fingerprinting) results are required for all new hires. In most cases, official transcripts are also required.
- Governing Board ratification is required prior to starting employment.



Any questions?

Contact:
Monique Dumbrique: ext. 2852; mdumbrique@palomar.edu
Eloisa Castro: ext. 3043; ecastro@palomar.edu
Thank you.



Selection Committee Training

Training Outline

- Vision and Mission Statements
- Diversity
- EEO Laws, Regulations and Policies
- Confidentiality
- Overview of Selection Committee's Responsibilities
- Compliance Officers
- Developing Application Screening and Interview Materials
- Screening Applications
- First- and Single-level Interviews
- Reference Checks
- Second-level Interviews
- Selection and Hire

Vision and Mission Statements

Vision and Mission Statements

- Vision: Learning for Success.
- Values: Palomar College's core values include access in programs and services; equity and the fair treatment of all in our policies and procedures; diversity in learning environments, philosophies, cultures, beliefs, and people; and inclusiveness of individual and collective viewpoints in collegial decision-making processes.
- Strategic Goal #3 (from Strategic Plan 2016): Recruit, hire, and support a diverse faculty and staff who are committed to student learning and achievement.

For the College's comprehensive Vision, Mission, Values, and Goals, visit:
<http://www.palomar.edu/about/goals.aspx>.



EQUAL EMPLOYMENT OPPORTUNITY (EEO)

Federal Laws

- Civil Rights Act of 1964, Title VII: prohibits discrimination on the basis of race, color, religion, sex, and national origin.
- Age Discrimination in Employment Act of 1967 (ADEA): prohibits discrimination against persons age 40 and over in employment.
- Americans with Disabilities Act of 1990 (ADA): prohibits discrimination against those with physical and mental disabilities in employment and public services.

California State Laws

- California Fair Employment and Housing Act (FEHA): prohibits discrimination in employment on the basis of age (40 and over), ancestry, color, religious creed, disability (mental and physical, including HIV and AIDS), marital status, medical condition (including cancer and genetic characteristics), genetic information, national origin, race, religion, sex (including pregnancy, childbirth, and medical conditions associated with pregnancy or childbirth), gender, gender identity, gender expression, and sexual orientation. Note: Protects individuals of the listed classes, as well as individuals associated with members of or assumed to be members of the listed classes.
- California Code of Regulations, Title 5, §§ 53020 – 53026: outlines recruitment and selection practices related to required equal employment opportunity (EEO) programs for community colleges in California
- Proposition 209: Amended the California state constitution to prohibit preferential treatment towards any individual or group on the basis of race, sex, color, ethnicity, or national origin in public employment, public education and/or contracting.

District Policies

- B.P. 3410 – Nondiscrimination: The District, and each individual who represents the District, shall provide equal access to its services, classes, and programs without regard to national origin, religion, age, sex, gender, gender identity, race, color, medical condition, ancestry, sexual orientation, marital status, physical or mental disability, or because he/she is perceived to have one or more of the foregoing characteristics, or based on association with a person or group with one or more of these actual or perceived characteristics.
- B.P. 3420 – Equal Employment Opportunity: The Governing Board supports the intent set forth by the California Legislature to assure that effort is made to build a community in which opportunity is equalized and community colleges foster a climate of acceptance with the inclusion of faculty and staff from a wide variety of backgrounds. It agrees that diversity in the academic environment fosters cultural awareness, mutual understanding, respect, harmony, and suitable role models for all students. The Board therefore commits itself to promote the total realization of equal employment through a continuing equal employment opportunity program.
- B.P. 7100 – Commitment to Diversity: The Governing Board is committed to hiring and staff development processes that support the goals of equal opportunity and diversity and provide equal consideration for all qualified candidates.

For complete District Policies, visit: www.palomar.edu/gb/Web%20Pages/PoliciesAndProcedures.html.

Confidentiality



Confidentiality



- The hiring process is a highly sensitive and confidential process. It is critical that committee members maintain the highest degree of confidentiality – before, during and after the screening/interviewing process.
- As a member of the selection committee, you agree that you are acting as an agent of Palomar College and understand that you are participating in a confidential process. You recognize that all actions related to this process are subject to the laws and regulations relating to equal and fair employment practices. Failure to maintain confidentiality could result in violation of Federal or state regulations and incur liability on behalf of the District.
- You will be required to sign a Confidentiality Agreement for each committee on which you serve.

Examples Of What To Avoid

- **Personal knowledge and hearsay:**
 - Do not participate in hearsay at any time – before, during and after the recruitment process.
 - Do not discuss personal knowledge or what you have heard outside of the process about any of the candidates or potential candidates whether that information is positive or negative.
 - Do not conduct internet searches on applicants at any point during the recruitment process. This includes, but is not limited to, online searches using search engines (i.e. Google) or social media websites (i.e. Facebook).
- **Attempting to influence other committee members:**
 - Do not discuss any of the candidates or potential candidates with committee members until deliberations.
- **Discussions outside of deliberations:**
 - No discussion (oral, written or electronic) should take place outside of deliberations about candidates or potential candidates.

Conflict of Interest

- By participating in this process, you also agree that you will immediately inform the Chairperson and remove yourself from the committee if you are related by blood, adoption, marriage or domestic partnership to any applicant for the position, or have a personal or financial relationship with any applicant that would prevent you from being objective during the screening process or could be perceived by an outside party as preventing objectivity.
- Not revealing a conflict of interest could lead to a complaint of an unfair hiring practice.

Consequences

- A breach of confidentiality and/or the presence of a real or apparent conflict of interest may result in one or more of the following consequences, dependent upon the nature and/or severity of the violation:
 - Removal from the selection committee
 - Restriction from service on future selection committees
 - Suspension and/or cancellation of the recruitment

Overview of Selection Committee's Responsibilities

Summary of Responsibilities

- Selection Committee Goal: Select and hire the most qualified candidate who will support the learning and working environment of Palomar College and who will provide the greatest asset to our diverse student body, faculty and staff workforce, and community.
- Develop job-related application screening and interview materials.
- Review all applications.
- Participate in all interviews.

Summary of Responsibilities (Continued)

- Conduct reference checks on finalists (some committee members).
- Turn in all screening, interview evaluations, and reference check forms, and other written materials to your Committee Chair.
- Maintain integrity throughout the hiring process.
- Report any concerns to the Committee Chair or to HRS.

Compliance Officers

Compliance Officers

- A Compliance Officer is a non-voting member of a selection committee whose purpose is to ensure the hiring process is equitable for all applicants and protect the District from liability.
- Compliance Officers receive extensive training from HRS on EEO regulations and the District's hiring procedures.
- Main responsibilities:
 - Observes and monitors each stage of the process
 - Attends all meetings and interviews
 - Serves as a resource to committee members
 - Intervenes or halts the process when necessary

DEVELOPING APPLICATION SCREENING AND INTERVIEW MATERIALS

Screening Criteria

- Purpose: To review each applicant's materials using standardized criteria to ensure consistency in the application review phase of the hiring process.
- Must be developed from and directly related to the position announcement and job description.
- Sections of the announcement that contain items to screen include the preferred qualifications and the duties and responsibilities sections.

Screening Criteria (Continued)

- Must have a scoring scale.
- Must have one screening item related to sensitivity to diversity.
- Screening criteria must be submitted and approved by HRS before applications will be released to the committee for screening.

Interview Materials

- Interview Questions:
 - Develop job-related interview questions directly related to the position requirements and responsibilities listed in the announcement and job description.
 - Create a variety of questions:
 - Basic information question, a.k.a. the icebreaker question
 - Behavioral questions
 - Knowledge questions
 - Scenario questions
 - Learning outcomes question (faculty positions)
 - Include at least one question regarding diversity. Diversity questions should relate directly to the position whenever possible.
 - Sample questions are available by contacting HRS.

Interview Materials (Continued)

- Interview Answers:
 - ▣ Develop suggested/desired answers to the interview questions.
 - ▣ Answers should demonstrate desired characteristics and breadth of knowledge and experience of the ideal candidate.
 - ▣ Develop a method to score each question consistently.
- Interview questions and answers must be submitted and approved by HRS before applications will be released to the committee for screening.
- Skills Test (optional):
 - ▣ Decide if the candidates will perform any skills tests as part of the interview process (i.e. writing assignment or Excel exercise).
- Remember, all tests must be approved by HRS before applications will be released to the committee.

Screening Applications

Reviewing Applications

- Be consistent in your evaluation of each application using the screening criteria as a guide to select applicants for interviews.
- All applications must be kept secure and confidential at all times!
- Screening must be done individually and confidentially.
- Committee members must screen all applications.
- Please turn in all screening forms to HRS after the committee has decided who to interview.

Selecting Interviewees

- Select the most qualified candidates to interview based on how the applicants' scores in the screening process.
- If in doubt about whether or not to interview a candidate, select for an interview.

First- and Single-level Interviews

General Information

- Purpose: To assess experience, knowledge, and skills related to the position.
- Committee members must attend each interview in its entirety and evaluate each candidate.
- A standard and consistent introduction should be given to each candidate.
- Please write your name on the interview evaluation forms.

Guidelines

- Maintain appropriate body language and tone of voice during each interview, and be respectful of each candidate's background.
- Each committee member should ask the same questions of each candidate.
- Ask appropriate follow-up questions if needed.
- Stay within pre-determined time allotted for the interviews
- Take notes on objective, interview-related information only. Wait until all candidates have been interviewed and all committee members have finished their individual evaluations and scoring before discussing the candidates.
- Do not offer the position to a candidate or invite candidates to second-level interviews during the interview.

Determining Finalists

- Use information from the interviews as well as the application materials when deliberating after interviews.
- All finalists should be individuals who the committee would seriously consider hiring based on the outcome of the first-level interviews.
- Finalists for second-level interviews should not be ranked. All finalists who make it to second-level interviews are given equal consideration.
- Reference checks should be conducted before a hire recommendation is made, or before second-level interviews.
- Return all interview evaluation forms and the completed and signed Selection Committee Interview Report to HRS after a decision to hire has been made or finalists have been selected.

Reference Checks

Overview

- Reference checks must be conducted before second-level interviews, or before a hire recommendation is made.
- Please do not begin calling references before receiving notification from HRS.
- At least two individuals from the selection committee must conduct reference checks.
- If you have difficulty contacting references, please notify HRS as soon as possible.
- Return all reference checks forms to HRS after reference checks have been conducted.
- Detailed reference check guidelines and sample questions are available from HRS.

SECOND-LEVEL INTERVIEWS

Second-level Interviews

- Purpose: To assess suitability as a potential employee of the department and District, and to recap and confirm information learned at the first level.
- During the interviews, the committee must adhere to the same guidelines described for first-level interviews.
- A minimum of two finalists must be interviewed.

Selection and Hire

Requirements

- As a committee, complete the interview report. Give specific, job-related reasons as to why each candidate was/wasn't selected.
- If appropriate, the committee may identify second choice candidates on the interview report in case the first choice declines the position.
- HRS will usually make the job offer to the selected candidate.
- Pre-employment requirements must be fulfilled in order for the new hire to be placed on the Governing Board agenda.
 - TB test results and Live Scan (fingerprinting) results are required for all new hires. In most cases, official transcripts are also required.
- Governing Board ratification is required prior to starting employment.



Any questions?

Contact:
Monique Dumbrique: ext. 2852; mdumbrique@palomar.edu
Eloisa Castro: ext. 3043; ecastro@palomar.edu
Thank you.



District Compliance Officer Training



District Compliance Officers: A Brief Overview

Definition

- From A.P. 7120: "It is the responsibility of the Compliance Officer to observe and monitor the hiring process to ensure complete fairness and consistency for each applicant and to serve as a non-voting resource person to the selection committee(s)."
- Serves as a **non-voting** (but bona fide) member of the selection committee

Main Responsibilities

- *Observes and monitors* each stage of the selection process to ensure compliance with employment laws and regulations
- *Serves as a resource* to the committee regarding questions and concerns; facilitator role
- *Attends* all committee meetings and interviews; *reviews* committee correspondence for appropriateness
- *Intervenes or halts* the process to correct and/or prevent violations from occurring
- *Tracks hours* spent serving as a District Compliance Officer

ROLE
and
RESPONSIBILITIES



District Compliance Officer Assignments by Position Type

Type of Position Being Recruited	Position Types Permitted to Serve as District Compliance Officers
Administrator	Administrators; Faculty
Faculty	Administrators; Faculty
Confidential & Supervisory Team (CAST)	Administrators; Faculty; CAST
Classified	Administrators; Faculty; CAST; Classified
Child Development Center Teachers	<u>Optional</u> – Administrators; Faculty; CAST; Classified

Note: To avoid potential conflicts of interest, District Compliance Officers cannot serve on committees for recruitments in their own departments.

ROLE and RESPONSIBILITIES



Year	History
1961	Executive Order No. 10925 issued by President Kennedy, establishing the concept of affirmative action
1964	Civil Rights Act is passed; Title VII prohibits employment discrimination
1967	Age Discrimination in Employment Act passed
1974	California Fair Employment and Housing Act passed
1978	<i>Regents of the U.C. v. Bakke</i> - AA upheld; quotas outlawed
1990	Americans with Disabilities Act passed
1996	Prop. 209 is passed in CA, abolishing AA in public sector; Chancellor's Office requires districts to continue AA programs until final rulings on appeals
2001	Final appeal to Prop. 209 denied; Chancellor's Office requires all districts to dismantle AA programs. Districts still required to conduct EEO programs.
2001-2002	Palomar ends AA program by removing AA representatives from selection committees and no longer audits applicant pools for diversity.
2001-2002	Several serious violations in hiring occur at Palomar, causing recruitments to be cancelled; some positions never reopened.
2002	Faculty Hiring Policy developed by Faculty Senate and the District to address and prevent process violations; District Compliance Officers are required for all faculty and some administrative recruitments.
2003	Accreditation site visit. Visiting team issues a recommendation for the District to diversify its employees, and especially its faculty.
2006-Present	Increasing the diversity of employees becomes an ongoing goal of the District's Strategic Plans for 2009, 2013, and 2016. Several Board policies and procedures supporting diversity, nondiscrimination, and EEO are passed. The District adopts its new state-mandated EEO Plan in 2013.

EEO, AA, AND DISTRICT COMPLIANCE OFFICERS:

History and Context



Federal EEO Laws

- **Civil Rights Act of 1964, Title VII:** Prohibits discrimination on the basis of race, color, religion, sex, and national origin in employment.
- **Age Discrimination in Employment Act of 1967 (ADEA):** Prohibits discrimination against persons age 40 and over in employment.
- **Americans with Disabilities Act of 1990 (ADA):** Prohibits discrimination against those with physical and mental disabilities in employment and public services.

LAWS AND
REGULATIONS



California EEO Laws

- **California Fair Employment and Housing Act (FEHA):** Prohibits discrimination in employment on the basis of age (40 and over), ancestry, color, religious creed, disability (mental and physical, including HIV and AIDS), marital status, medical condition (including cancer and genetic characteristics), genetic information, national origin, race, religion, sex (including pregnancy, childbirth, and medical conditions associated with pregnancy or childbirth), gender, gender identity, gender expression, and sexual orientation. **Note:** FEHA protects individuals of the listed classes, as well as individuals associated with members of or assumed to be members of the listed classes.
- **California Code of Regulations, Title 5, §§ 53020 – 53026:** Outlines recruitment and selection practices related to required equal employment opportunity (EEO) programs for community colleges in California. Hiring decisions must be based only on job-related information. AA is no longer permitted, but EEO is mandatory.
- **Proposition 209:** Amended the California state constitution to prohibit preferential treatment towards any individual or group on the basis of race, sex, color, ethnicity, or national origin in public employment, public education, and/or contracting.

LAWS AND
REGULATIONS



District Policies, Procedures, and Plans

- **B.P. 3410 – Nondiscrimination:** Affirms the District’s commitment to equal opportunity in all programs and services.
- **B.P. 3420 – Equal Employment Opportunity:** Describes the importance of the inclusion of faculty and staff from a wide variety of backgrounds to create a climate of acceptance, including in employment.
- **B.P. and A.P. 3430 – Prohibition of Harassment:** Prohibits harassment based on personal background is prohibited, including, but not limited to, sexual harassment.
- **B.P. 7100 – Commitment to Diversity:** Recognizes the importance of hiring and staff development processes that support the goals of equal opportunity and diversity and provide equal consideration for all qualified candidates.
- **B.P. and A.P. 7120 – Recruitment and Hiring:** The District’s philosophy and procedures for attracting and selecting qualified, diverse candidates.
- **Equal Employment Opportunity Plan:** Identifies the District’s practices for promoting diversity and equal treatment of employment applicants and employees.

DISTRICT REGULATIONS



District’s Vision, Mission, Values, and Goals

- **Vision:** Learning for Success
- **Mission:** Our mission is to provide an engaging teaching and learning environment for students of diverse origins, experiences, needs, abilities, and goals.
- **Relevant Values:** Palomar College’s core values include **access** in programs and services; **equity** and the fair treatment of all in our policies and procedures; **diversity** in learning environments, philosophies, cultures, beliefs, and people; and **inclusiveness** of individual and collective viewpoints in collegial decision-making processes.
- **Strategic Goal #4** (from Strategic Plan 2016): Recruit, hire, and support a diverse faculty and staff who are committed to student learning and achievement.
 - **Objective 4.2:** [I]dentify recommendations to strengthen the College’s ability to attract and recruit diverse candidates for employment.

MISSION, VISION, VALUES, AND GOALS



Sensitivity to and Understanding of Diversity

- Hiring persons of diverse backgrounds and individuals that embrace diversity provides a variety of important benefits to the District:
 - Provides *role models* for our students, whether from underrepresented or other backgrounds
 - *Cultural competence*: Teaches students how to successfully interrelate with others in a diverse society
 - Ensures *a variety of perspectives* are considered in the institution in decision-making, planning, and participation
- Chancellor's Office requires that all new hires demonstrate "the respectful treatment, of individuals from a wide range of ethnic, racial, age, national origin, religious, gender, sexual orientation, disability and socio-economic backgrounds."

IMPORTANCE OF DIVERSITY



Importance of Confidentiality

- Confidentiality is required of all committee members and the District Compliance Officer before, during and after the hiring process.
- All aspects of the hiring process are subject to the laws and regulations relating to equal and fair employment practices.
- Failure to maintain confidentiality could result in the violation of federal or state regulations and incur liability on behalf of the District. Report all breaches of confidentiality to Human Resource Services.

Conflicts of Interest

- Committee members and District Compliance Officers must remove themselves from the committee if they are:
 - Related by blood, adoption, marriage or domestic partnership to any applicant for the position
 - Have a personal or financial relationship with any applicant that would prevent them from being objective during the process
 - Have a relationship with any applicant could be perceived by an outside party as preventing objectivity
- Failure to reveal a conflict of interest could lead to a complaint of an unfair hiring practice!
- Report all real or apparent conflicts of interest to Human Resource Services.

CONFIDENTIALITY AND CONFLICTS OF INTEREST



Confidentiality – Specific Examples of What to Protect

Committee members, and the District Compliance Officer, are prohibited from releasing the following information during the selection process:

- **Written material** turned in by the applicants or evaluations made by the committee members about applicants.
- **Oral discussions** by or about applicants or committee members during or following the interview process.
- **Any other information** that relates to the selection process, including, but not limited to:
 - Names of applicants
 - Number of applications received
 - Application or applicant ratings or status
 - Any information pertaining to references, results or questions that are asked
 - All other information related to the hiring process!
- Information about the hiring process can only be shared with the committee members and select individuals in Human Resource Services.

CONFIDENTIALITY AND CONFLICTS OF INTEREST



General Selection Process Timeframe and Time Commitment

Meeting/Interview Type	Timeframe
Meeting(s) to develop screening and interview materials	<ul style="list-style-type: none">• 1-2 hours (usually completed in 1-2 meetings)• Takes place before position closes
Meeting to select first-level interviewees	<ul style="list-style-type: none">• 1-1 ½ hours• Takes place after application review
First-level interviews	<ul style="list-style-type: none">• Interviews: 45 minutes to 1 hour per candidate• Deliberations: 1 hour following interviews• Held 1-2 weeks following the meeting to select interviewees depending on position type
Second-level interviews	<ul style="list-style-type: none">• Interviews: 1 hour per candidate• Deliberations: 1 hour following interviews• Held 1-2 weeks after finalists selected

Note: These timeframes are general; actual timeframes may vary. Volunteer accordingly!

SELECTION PROCESS OVERVIEW



What District Compliance Officers Must Ensure

- **Ensure the integrity and consistency of the hiring process.**
 - Ensure all committee members participate equally in the process.
 - Ensure all committee members follow relevant laws and regulations.
 - Ensure all applicants are treated in a professional and courteous manner throughout the process.
 - Ensure all interviewees are treated consistently during interviews.
- **Ensure facilitation of the hiring process.**
 - Assist with tasks as requested by the committee chair or as required (i.e. timing, calculating applicant ratings, etc.)
 - Answer the committee's questions about the process.
 - Contact Human Resource Services with questions you cannot answer, situations you cannot correct, and any other concerns.
- **Ensure your complete objectivity throughout the process.**
 - Do not comment on, score, or rank the applicants.
 - Do not offer suggestions for developing materials related to the process (except where noted).
 - Do not provide information that could lead committee members to making a decision regarding any candidate.

OVERVIEW OF SPECIFIC RESPONSIBILITIES



What District Compliance Officers Must Prevent

- **Prevent committee members from discussing inappropriate information about applicants.**
 - Only job-related qualifications tied directly to the position from application materials and interviews may be discussed (required by Title 5).
 - Personal knowledge and hearsay about applicants, whether that information is positive or negative, cannot be considered.
 - Information about an applicant's personal background may not be discussed, even if brought up by the candidate.
- **Prevent committee members from discussing applicants at the inappropriate time or manner.**
 - Committee members are only permitted to discuss applicants: a) after application screening, and b) during deliberations.
 - Written and electronic communications about applicants are prohibited.
- **Prevent inappropriate situations from occurring at any stage of the process.**
 - Follow all guidelines for each stage of the process.
 - Speak up! If something goes wrong, your role is to correct any inconsistencies and violations.

OVERVIEW OF SPECIFIC RESPONSIBILITIES



The Hiring Process in a Nutshell

- **Main objective:** To select and hire the most qualified candidate who will support the learning and working environment of Palomar College and who will provide the greatest asset to our diverse student body, faculty and staff workforce, and community.
- **Major steps of the hiring process:**
 1. Develop job-related, legally-compliant application screening and interview materials
 2. Screen qualified applications for interview consideration
 3. Determine logistics for interviews
 4. Conduct interviews and post-interview deliberations
 5. Conduct reference checks on finalists and selected candidates
 6. Submit recruitment materials to Human Resource Services as required and for hire

SELECTION PROCESS OVERVIEW



Developing Screening Criteria

- **Purpose:** To review each applicant's materials using standardized criteria to ensure consistency in the application review phase of the hiring process.
- Must be developed from and directly related to the position announcement and job description.
- Must have a scoring scale.
- Must have one screening item related to sensitivity to diversity.
- Must have one screening item to evaluate letters of recommendation (if required for the position).
- Submit screening criteria to HRS for approval.
- Applications will not be released for screening until HRS approves the screening criteria.

District Compliance Officer's Role in Developing Screening Criteria

- Ensure that the materials are developed in line with applicable regulations.
- Ensure that all portions of screening materials are produced.
- Ensure that no inappropriate information is discussed during the development of the criteria.
- Remind the committee that applications will not be released until HRS approves the materials.

DEVELOPING SCREENING AND INTERVIEW MATERIALS



Developing Interview Questions

- Interview questions must relate directly to the position requirements and responsibilities listed in the announcement and job description.
- A variety of different types of questions will be created to obtain broad information from each candidate.
- Include at least one question regarding the importance of diversity.
- Develop suggested/desired answers to the interview questions.
- Determine a scoring method.
- Submit interview questions to HRS for approval.
- Applications will not be released for screening until HRS approves the questions.

Developing the Teaching Demonstration (Faculty Positions)

- The teaching demonstration is required for first-level interviews. (A teaching demonstration may optionally be required for second-level interviews.)
- Develop a specific topic for all candidates.
- Develop a rubric for evaluating and scoring the demonstration (total score should be no more than 3x one of the interview questions).
- Identify the following:
 - Time limit for demonstration
 - Audio-visual and other materials provided and/or required (e.g., handouts)
- Applications will not be released for screening until HRS approves the teaching demonstration.

DEVELOPING SCREENING AND INTERVIEW MATERIALS



Developing Interview Testing Materials (Optional)

- Tests are encouraged, but optional.
- Common types of tests: Writing assignments; hands-on skills demonstrations; computer application tests.
- Tests must be directly related to the responsibilities in the job description.
- Develop a rubric for evaluating and scoring each test (total score should be no more than 3x one of the interview questions).
- Identify the time limit for the test.
- Submit interview questions to HRS for approval.
- Applications will not be released for screening until HRS approves the testing materials.

District Compliance Officer's Role in Developing Interview Materials

- Ensure that the materials are developed in line with applicable regulations.
- Ensure that all required items are produced.
- Ensure that no inappropriate information is discussed during the development of the interview materials.
- Remind the committee that applications will not be released until HRS approves the materials.

DEVELOPING SCREENING AND INTERVIEW MATERIALS



Application Screening Process

- HRS will screen applications for completeness and minimum qualifications, and releases minimally-qualified applications to the committee to screen.
- Committee members will screen applications online through PeopleAdmin, the District's application management system.
 - All committee members and the Compliance Officer will receive a special login (username and password) to access applications in PeopleAdmin.
- Applications must be screened individually and confidentially by all committee members.
- Committee members can print copies of applications, but they must be turned into HRS after screening with screening forms to protect confidentiality.
- Committee members are prohibited from discussing applicants until the committee meets as a group to select interviewees.

District Compliance Officer's Role During Application Screening

- Ensures that committee members do not discuss applicants before the committee meets to select interviewees.
- Reminds committee members of the importance of confidentiality if required.
- No requirement to review applications – access provided for review purposes in case of potential violations.

APPLICATION SCREENING



Meeting to Select Interviewees

- Purpose: To select the best-qualified candidates to interview based on how applicants were scored during the screening process.
- Most committee members will agree on some applicants, not discuss those with low scores, and need to discuss some on which there is no consensus.
 - Scores are to be used as a *guide* to selection.
 - If the committee cannot arrive at consensus on an applicant after discussion, the candidate should be invited to interview.
 - All interviewees must be those the committee is seriously considering based on the outcome of the screening process.

District Compliance Officer's Role During Meeting to Select Interviewees

- Monitor the discussion to ensure that committee members consider job-related qualifications that match the screening criteria only.
- Ensure inappropriate information is not discussed or considered.
- Ensure that all committee members have equal participation.
- Advocate for interviewing candidates when consensus cannot be established.
- Assist the chair with recording votes for candidates. Sample scoring grid:

	Screener 1	Screener 2	Screener 3	Total Votes
Candidate 1	Yes	Yes	Yes	3
Candidate 2	No	Yes	Yes	2
Candidate 3	Yes	No	Yes	2

APPLICATION SCREENING



Preparing for Interviews

The committee must identify and submit to HRS all of the following information to schedule interviews:

- **Interview dates and times** (two weeks' notice for faculty plus an additional two weeks if a candidate requires equivalency; two weeks for administrators; one week for all other position types)
- **How long each interview will be** (usually 45 or 60 minutes)
- **How long the teaching demonstration will be** (between 15 and 30 minutes depending on the topic)
- **How long the skills test(s) will be** (dependent on requirements)
- **How much time candidates will have to review questions** (optional; usually 5 or 10 minutes depending on length/complexity)
- **How long breaks between interviews will be** (optional; usually 5 or 10 minutes in between each interview)
- **How long and what time the lunch break will be**
- **Interview, question review, and test location(s)**
- **Name and contact information** for escort and test proctor
- **List of candidates** to be interviewed

Compliance Officer's Role During Interview Preparation

- Ensure that the committee identifies all components listed above
- Provide input on your schedule to the chair to ensure your attendance at all interviews and deliberations

INTERVIEW PREPARATION



First- and Single-Level Interviews – General Information

- Purpose: To assess experience, knowledge, and skills related to the position.
- Candidates will arrive in HRS, room ST-1, for weekday interviews or at the clock tower for weekend interviews.
- All committee members must attend **each interview in its entirety** and **evaluate each candidate**.
- All committee members must also attend the deliberations afterwards and participate in the discussion.

Second-Level Interviews: General Information

- Purpose: To assess suitability as a potential employee of the department and District, and to recap and confirm information learned at the first level.
- During the interviews, the committee must adhere to the same guidelines described for first- and single-level interviews.
- See the Faculty Hiring Procedures for specific details pertinent to final interviews for faculty.

INTERVIEWS



Fairness, Equity, and Courtesy Towards Interview Candidates

- Candidates must be treated **consistently and courteously**.
- Committee members **must maintain appropriate body language and tone of voice** during each interview.
- The committee must **be respectful of each candidate's background**.
- Remember that only job-related qualifications may be considered.
- **Discussion of personal information**, hearsay, and membership in a protected class may violate employment laws and regulations.
- **Intervene if necessary and as soon as possible** to correct inconsistencies and prevent violations from occurring.

INTERVIEWS



Pre-Interview Introductions (All Interviews)

- A standard introduction will be given by the chair to each candidate consisting of:
 - Committee members introducing themselves
 - Interview timeframe
 - Notification that the District Compliance Officer will monitor time

District Compliance Officer's Role During Pre-Interview Introductions

- Ensure all committee members introduce themselves to the candidate
- Ensure the chair gives the correct information
- Correct the chair if information given is incorrect or if the chair forgets to provide it

The General Process for All Interviews and Position Types

- Each committee member will ask the same questions of each candidate in the same order.
- Scripted questions must be asked exactly as written.
- Follow-up questions may be asked for clarification within the following guidelines:
 - Must relate directly to one or more scripted interview questions
 - Cannot lead the candidate to the suggested answer
 - Cannot infringe on the candidate's ability to complete the interview within the allotted timeframe
- Adhere to pre-determined time allotted for the interviews and other components.
- Ensure answers to candidate's questions at the end of the interview are answered appropriately and consistently.
- Do not offer the position to a candidate or invite candidates to second-level interviews during the interview.
- Wait until all candidates have been interviewed and all committee members have finished their individual evaluations and scoring before discussing the candidates.

INTERVIEWS



Second-Level Faculty Interviews

- Consists of two interviews: one with the Joint Selection Committee, and the other with the Superintendent/President.
- The Joint Selection Committee is composed of the following members:
 - Dean of the appropriate division (committee chair)
 - Vice President of Instruction or Student Services, depending on discipline
 - Chair of the first-level selection committee
 - At least two other faculty members from the first-level selection committee
 - District Compliance Officer
- President's interviews:
 - The President is the sole committee member.
 - A District Compliance Officer will observe each interview.
 - A faculty observer appointed by the first-level committee is optional.
- Interview question development:
 - Joint Selection Committee questions and optional teaching demo are developed by the Dean with input from the faculty and the Vice President.
 - President's interview questions are developed by the President.
 - Questions are approved by HRS prior to use.
- The President and the Joint Selection Committee will meet after all finalists have been interviewed to discuss the hiring decision.

INTERVIEWS



The District Compliance Officer's Role During the Interview Process

- Ensures that interviews are conducted consistently for each candidate.
- Ensures that scripted interview questions are asked by the proper committee members, as written, and in the correct order.
- Ensures that follow-up questions are used for clarification purposes only and follow the guidelines.
- Times all components of candidates' interviews:
 - Provides verbal notifications on time remaining to candidates to assist them in staying on track.
 - A good rule: warn at 5 minutes remaining and 1 minute remaining.
 - Directs candidates to stop when time has run out for any component of the interview process.
- Notifies committee to incorporate any unplanned changes that occur during the first interview into subsequent interviews.
- Ensures that no irrelevant or inappropriate discussion occurs before, during, or after interviews between committee members and candidates.
- Prevents committee members from commenting on candidates until deliberations begin.
- Prevents committee members from offering a position to candidates and inviting candidates to subsequent stages of the hiring process.
- Takes notes during the process on any unusual circumstances.

INTERVIEWS



Post-Interview Deliberations

- Finalists/hires must be selected on job-related information only and based on the results of interview evaluation scores.
- Committee members may use information from the interviews and the application materials when deliberating.
- Hearsay, outside information, personal knowledge of the candidates, and personal characteristics are prohibited from the discussion.
- All finalists must be individuals who the committee would seriously consider hiring.
- Finalists for second-level interviews are forwarded unranked and given equal consideration.
- The chair will complete the Selection Committee Interview Report with the input of committee members.
- Reference checks must be conducted before job offers are made and/or second-level interviews are conducted.
- Reference checks may not begin until HRS permits the committee to do so.
- Committee members must return all recruitment documents to HRS after a decision to hire has been made or finalists have been selected.

Compliance Officer's Role During Post-Interview Deliberations

- Ensures that finalists/hires are selected based on job-related criteria and interview scoring only.
- Ensures that the committee only forwards suitable candidates to second-level interviews and forwards them to the next stage unranked.
- Assists chair with recording votes for candidates.
- Prevents discussion/consideration of irrelevant/inappropriate information.
- Reminds the committee that reference checks may not begin until permitted by HRS.
- Ensures that the committee completes the interview report properly.
- Ensures that the committee submits all required paperwork to HRS.

INTERVIEWS



Final Steps in the Hiring Process

- **Tentative job offers** are made by:
 - Faculty positions – division dean
 - Executive and senior administrator and director positions – next-level administrator
 - All other positions – Human Resource Services
- **Pre-employment requirements** must be fulfilled in order for the new hire to be placed on the Governing Board agenda.
 - TB test results
 - LiveScan (fingerprinting) criminal background check
 - Official transcripts (if required)
 - Other requirements specific to the position
- **Governing Board ratification** is required prior to starting employment.

HIRE



If Violations Occur...

- **Take notes** on what happened.
- **Contact Human Resource Services as soon as possible!**
For issues related to a specific recruitment: Contact the recruiter for the position. Or, contact:
 - Monique Dumbrique, Employment Technician, ext. 2852; mdumbrique@palomar.edu
 - Lisa Hornsby, Manager, Human Resources, ext. 2201, lhornsby@palomar.edu*For general District Compliance Officer issues/questions:*
 - Shawna Cohen, Human Resources Analyst, ext. 2608; scohen@palomar.edu
- Action taken usually involves interviewing all involved parties, including the District Compliance Officer.
- Consequences are in relation to the severity of the violation.

**QUESTIONS
and
CONCERNS**



Appendix C.

Diversity Organizations in San Diego County

Contents

- C-1. List of Diversity Organizations in San Diego County

Diversity Organizations in San Diego County

General Organizations:

- Neighborhood House Association: (858) 715-2642; www.neighborhoodhouse.org
- Urban League San Diego County: (619) 266-6247; sdul@sdul.org; www.sdul.org
- MAAC Project: (619) 426-3595; www.maacproject.org
- Anti-Defamation League, San Diego chapter: (858) 565-6896; regions.adl.org/san-diego
- American Civil Liberties Union of San Diego and Imperial Counties: (619) 232-2121; info@aclusandiego.org; www.aclusandiego.org
- Interfaith Community Services: (760) 489-6380; info@interfaithservices.org; www.interfaithservices.org
- Fair Housing Council of San Diego: (619) 699-5888; www.fhcsd.com

Asian and Pacific Islander Organizations:

- Asian Business Association of San Diego: (858) 277-2822; info@abasd.org; www.abasd.org
- San Diego Alliance for Asian Pacific Islander Americans: (858) 405-3326; www.sdalliance.org
- Chinese Service Center of San Diego: (858) 565-8008; www.cscsandiego.org
- Filipino-American Chamber of Commerce of San Diego: www.facebook.com/faccsd
- Japanese Americans Citizens League, San Diego chapter: (619) 512-2534; info@jaclsandiego.org; www.jaclsandiego.org
- Vietnamese Federation of San Diego: info@vietfederationsd.org; vietfederationsd.org

Black/African-American Organizations

- NAACP North San Diego County: (760) 754-9686; info@nsdcnaacp.org; www.nsdcaacp.org
- NAACP San Diego Chapter: (619) 263-7823; sandiegonaacp@earthlink.net; www.sandiegonaacp.org
- Central San Diego Black Chamber of Commerce: (858) 939-1849; info@csdbcc.com; www.csdbcc.com
- National Black MBAs, San Diego chapter: (760) 774-2214; www.nbmbaa.org/Chapters/ChapterOverview/sanDiego.aspx

Disability Organizations:

- Disability Rights California, San Diego chapter: (619) 239-7861; www.disabilityrightsca.org
- ARC of San Diego: (619) 685-1175; info@arc-sd.com; www.arc-sd.com
- Goodwill San Diego: (888) 446-6394; info@sdgoodwill.org; www.sdgoodwill.org
- TERI: (760) 721-1706; www.teriinc.org

Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) Organizations:

- San Diego LGBT Community Center: (619) 692-2077; comments@thecentersd.org; www.thecentersd.org
- Greater San Diego Business Association/Gay & Lesbian Chamber of Commerce: (619) 296-4543; info@gsdba.org; www.gsdba.org
- San Diego Pride: (619) 297-7683; www.sandiegopride.org
- Gay and Lesbian Alliance Against Defamation: www.glaad.org
- North County LGBTQ Resource Center: (760) 672-1848; info@ncresourcecenter.org; www.ncresourcecenter.org
- Parents, Families, and Friends of Lesbians and Gays (PFLAG), San Diego County: www.pflag.com
- Gay, Lesbian and Straight Education Network, San Diego County: glsen@glsensandiego.org; chapters.glsen.org/cgi-bin/iowa/sandiegocounty/home.html

Latina/Latino, Hispanic, and Chicana/Chicano Organizations:

- San Diego County Hispanic Chamber of Commerce: (858) 268-0790; info@sdchcc.com; info.sdchcc@gmail.com; www.sdchcc.com
- Casa Familiar: (619) 428-1115; www.casafamiliar.org
- Chicano Federation of San Diego County: (619) 285-5600; info@chicanofederation.com; www.chicanofederation.org

- National Society of Hispanic MBAs San Diego Chapter: president@sandiego.nshmba.org; www.nshmba.org/sandiego
- League of United Latino American Citizens, San Diego council: (619) 894-1113; www.lulac.net

Native American/American Indian Organizations:

- Visit www.kumeyaay.info/southern_calif_tribes for a list of local tribes and current contact information.

Appendix D.

District Hiring Practices

Contents

- D-1. Board Policy 7120 Recruitment and Hiring
- D-2. Administrative Procedure 7120 Recruitment and Hiring
- D-3. Faculty Hiring Procedures

HUMAN RESOURCES

BP 7120 RECRUITMENT AND HIRING**References:**

Education Code Sections 70902(d) and 87100 et seq.;
Title 5 Sections 53000 et seq.;
Accreditation Standard III.1.A

The Superintendent/President shall establish procedures to recruit and select faculty, staff, and administrators who have a clear understanding of and commitment to the mission, vision, and values of the institution. In order to best promote student learning within a culture of inclusion, successful candidates must be sensitive to, understand, and work well with individuals with a broad range of backgrounds and needs, including but not limited to individuals with disabilities and those with diverse academic, socioeconomic, cultural, and ethnic backgrounds. Academic employees shall possess the minimum qualifications prescribed for their positions by the Board of Governors. Classified employees shall possess minimum qualifications described by their classification specification.

Faculty hiring procedures shall be established and implemented in accordance with Board Policies and Administrative Procedures regarding the Faculty Senate's role in local decision-making (see BP 2510 titled Participation in Local Decision-Making) as an academic and professional matter.

Staff hiring procedures shall be established after first affording the staff constituent groups an opportunity to participate in the formulation of staff hiring policies and procedures under the Governing Board's policies regarding local decision-making.

Hiring procedures for administrative, confidential, and supervisory employees shall encourage participation of executive and senior administrators, the Administrative Association, the Confidential and Supervisory Team, faculty, and classified staff in all appropriate phases of the process.

Also see BP 3410 titled Nondiscrimination and BP 3420 titled Equal Employment Opportunity.

Date Adopted: 11/08/2011

(Replaces current Palomar Policy 7120)

HUMAN RESOURCES**AP 7120 RECRUITMENT AND HIRING****References:**

Education Code Sections 70902 (d); 87100 et seq., 87400, 87408-87408.6, 88003, and 88021;
Title 5 Code Sections 53000 et seq.;
Accreditation Standard III.A

GENERAL PROVISIONS

Equal Employment Opportunity (EEO) – Commitment to Diversity: In all phases of recruitment and hiring, equal opportunity is afforded to all employees and qualified applicants for employment without discrimination on bases including but not limited to: ethnic group identification, race, color, national origin, religion, socio-economic status, age, gender, gender identity, gender expression, sex, physical or mental disability, sexual orientation, political affiliation, transgender, marital status, veteran status, medical conditions, union membership or on the basis of these perceived characteristics, or based on association with a person or group with one or more of these actual or perceived characteristics. Applicants not possessing specific qualifications as outlined in the job announcement who feel that their background and experience is equivalent to the minimum requirements are encouraged to apply.

Equal employment opportunity issues (e.g., diversity of applicant pool) are addressed in BP/AP 3420 titled Equal Employment Opportunity and the District's EEO Plan.

ANNOUNCEMENTS AND RECRUITMENT**A. Announcements**

Human Resource Services must approve all announcements prior to posting. Full-time faculty positions are requested by departments or disciplines and then are prioritized by a subcommittee of the Instructional Planning Council (IPC), utilizing a procedure developed by IPC. The position announcement is developed through a collaborative process involving the department/program, appropriate administrators, and Human Resource Services (HRS).

1. Approval: Announcements must receive final authorization as indicated in Table 1.

Table 1. Announcement Authorizations by Position Type.

Position Type	Required Approval
Superintendent/President	Governing Board
Vice President	Superintendent/President or Designee
Directors and Deans	Appropriate Executive Administrator
Administrators Below Director	Supervisor of Position or Designee
Faculty	Hiring Committee Chair, Department Chair or Program Director, Dean of the appropriate division, and the appropriate Vice President
Classified	Supervisor of Position or Designee
CAST (Confidential and Supervisory Team)	Supervisor of Position or Designee
Child Development Center Teachers	Supervisor of Position or Designee

2. Components: The position announcement must include the following:
 - A description of the position duties, responsibilities, salary, assignment, benefits, and terms of employment (including working hours and conditions, employment group, and status);
 - For academic positions, minimum qualifications as determined by the Board of Governors, and for classified positions, as determined by the Governing Board (Board);
 - Preferred qualifications (when listed) that are job related and consistent with business necessity;
 - For faculty positions, a provision for determination of equivalency;
 - Depending on employment unit, a statement regarding required participation in shared governance;
 - Additional language required for compliance with federal, state, and District regulations (e.g., Equal Opportunity Employer notice);
 - Any application procedures specific to the posted position.

B. Advertising

1. HRS provides assistance including the identification of appropriate advertising media. Table 2 outlines minimum advertising durations.
2. Job announcements are advertised through various organizations (e.g., the California Community Colleges Registry) and through various electronic and print media;
3. Transfer Opportunities: For eligible positions, notice of transfer opportunities will be distributed internally to provide current employees notice of such positions, subject to provisions of applicable collective bargaining agreements or employee handbooks.

Date Approved: 10/21/14

(Replaces current Palomar Procedures 26, 174, 174.1, 174.2, and 190)

Table 2. Advertising Durations for Permanent Positions.*

Position	Minimum Advertisement Duration
Educational Administrators	8 weeks, open until filled
Classified Administrators	4 weeks, open until filled
CAST	4 weeks, open until filled
Classified	2 weeks, open until filled
Faculty	8 weeks,** open until filled
Child Development Teachers	4 weeks, open until filled

* A minimum two-week advertising period is required for all interim appointments.

** In extenuating circumstances, a six-week advertising period may be authorized by the appropriate Vice President.

C. Recruitment Methods

- HRS recruits all permanent positions.
- Presidential searches will be handled in accordance with BP 2431 titled Superintendent/President Selection.
- Part-Time Faculty: HRS will accept applications on an ongoing basis for part-time faculty positions (see the section titled Part-Time Faculty).
- All applications shall be submitted to HRS.

D. Applications

1. Applications are attached to each job announcement and are available online through the District website. Hard copy applications are available in the HRS Office. The application will contain the following basic components:
 - Application form inclusive of educational and professional histories, skills and qualifications and references;
 - Attachment to application (conviction history questionnaire); and
 - Confidential data sheet for federal and state collection and reporting purposes.
2. HRS will accept application materials until the position is filled.

SCREENING AND INTERVIEW

A. Pre-Screening

HRS will pre-screen all applications for completeness and evidence of minimum qualifications prior to forwarding applications to the selection committee.

B. Selection Committee Screening

Screening criteria and interview questions must be approved by HRS before Selection Committee members receive applications. Screening criteria are developed from the position description and the qualifications and requirements listed in the position announcement. Depending on the volume of applications received for a particular position, additional screening criteria may apply.

Date Approved: 10/21/14

(Replaces current Palomar Procedures 26, 174, 174.1, 174.2, and 190)

C. Selection Committee Composition

1. Selection Committee composition is outlined in Table 3 below and applies to both permanent and interim appointments.

Table 3. Composition of Selection Committee by Position Type and Interview Level.

Position	Committee Chair	1st-Level Committee	2nd-Level Committee
Assistant Superintendent/ Vice President for Instruction* †‡ Ψ	<ul style="list-style-type: none"> • 1st-Level: Another Vice President • 2nd-Level: Superintendent/President 	<ul style="list-style-type: none"> • At least one faculty member from each instructional division; and one faculty member from Student Services • Two Instructional Deans appointed by the Superintendent/President • One member of the Administrative Association • One member of the Confidential & Supervisory Team • Two classified employees to include one from Instruction and one at-large • Two students 	<ul style="list-style-type: none"> • All other Vice Presidents
Assistant Superintendent/ Vice President for Student Services* †‡ Ψ	<ul style="list-style-type: none"> • 1st-Level: Another Vice President • 2nd-Level: Superintendent/President 	<ul style="list-style-type: none"> • Four faculty members, to include two from Student Services and two at-large • Two Student Services administrators appointed by the Superintendent/President • One member of the Confidential & Supervisory Team • One member of the Administrative Association • Four classified employees to include three from Student Services and one at-large • Two students 	<ul style="list-style-type: none"> • All other Vice Presidents
Assistant Superintendent/ Vice President for Finance & Administrative Services* †‡ Ψ	<ul style="list-style-type: none"> • 1st-Level: Another Vice President • 2nd-Level: Superintendent/President 	<ul style="list-style-type: none"> • Four faculty members to include three instructional faculty members and one from Student Services • One representative from Instruction appointed by the Assistant Superintendent/Vice President for Instruction • One representative from Student Services appointed by the Assistant Superintendent/Vice President for Student Services • Two Finance & Administrative Services Directors appointed by the Superintendent/President • One member of the Confidential & Supervisory Team • One member of the Administrative Association • Four classified employees to include three from Finance & Administrative Services and one at-large • Two students 	<ul style="list-style-type: none"> • All other Vice Presidents

Position	Committee Chair	1st-Level Committee	2nd-Level Committee
Assistant Superintendent/ Vice President for Human Resource Services* †‡ Ψ	<ul style="list-style-type: none"> 1st-Level: Another Vice President 2nd-Level: Superintendent/President 	<ul style="list-style-type: none"> One faculty member from each division; One Instructional Dean appointed by the Assistant Superintendent/Vice President for Instruction One Student Services Dean or Director appointed by the Assistant Superintendent/Vice President for Student Services One Finance & Administrative Services Director appointed by the Assistant Superintendent/Vice President for Finance & Administrative Services One member of the Administrative Association One member of the Confidential & Supervisory Team Four classified employees One representative of Human Resource Services appointed by the Superintendent/President Two students 	<ul style="list-style-type: none"> All other Vice Presidents
Dean* †‡	<ul style="list-style-type: none"> 1st-Level: Co-chairs consisting of an existing Dean from any division (with the approval of the appropriate Vice President) and a faculty member appointed by the Faculty Senate 2nd-Level: Superintendent/President 	<ul style="list-style-type: none"> One faculty member from each constituent discipline/department within the affected division One representative from each of the other constituent employee groups: Administrative Association, Confidential & Supervisory Team, and the bargaining unit represented by CCE/AFT Additional members may be appointed at the President's discretion 	<ul style="list-style-type: none"> The appropriate Vice President The Dean co-chair of the 1st-level committee An additional member from relevant/affected divisions may be appointed by the Supt./President where appropriate
Director* †‡	<ul style="list-style-type: none"> 1st-Level: Any executive, senior, or Administrative Association administrator (for directors who report to the Superintendent/President, the chair shall be appointed by the Superintendent/President or designee) 2nd-Level: Appropriate executive or senior administrator 	<ul style="list-style-type: none"> One representative from each of the constituent employee groups: Administrative Association, Faculty, Confidential & Supervisory Team, and the bargaining unit represented by CCE/AFT Additional members may be appointed at the discretion of the executive or senior administrator to whom the position reports 	<ul style="list-style-type: none"> Chair of the 1st-Level Committee An additional member from relevant/affected divisions may be appointed by the executive or senior administrator where appropriate
Faculty*	<ul style="list-style-type: none"> 1st-Level: Department Chair/Director or faculty designee (co-chairs may be appointed) 2nd-Level: Two interviews are conducted for each finalist and are as follows: President's interviews: Superintendent/President (serves as both chair and the sole committee member) Joint Selection Committee's interviews: Appropriate Dean 	<ul style="list-style-type: none"> Majority of committee must consist of faculty members from the discipline or a closely related discipline (Note: may substitute one community member or faculty member from another institution) One faculty member from outside of the department One student (optional – non-voting) 	<ul style="list-style-type: none"> Joint Selection Committee: Appropriate Vice-President Chair of the first-level committee At least two additional members from the 1st-level committee <p>Note: Not to exceed seven members, including the chair, except where extenuating circumstances exist</p>

Date Approved: 10/21/14

(Replaces current Palomar Procedures 26, 174, 174.1, 174.2, and 190)

Position	Committee Chair	1st-Level Committee	2nd-Level Committee
All other Administrative Association positions, Confidential & Supervisory Team positions, and Classified positions*	<ul style="list-style-type: none"> Supervisor of the position or designee 	<ul style="list-style-type: none"> Majority of committee must consist of employees from within the affected department/program One employee from outside of the department <p>Note: Committee must consist of three members at minimum; at least one committee member must be of the same constituent employee group as the vacant position</p>	<p>2nd-Level interviews are not required; if conducted, the committee consists of the following:</p> <ul style="list-style-type: none"> Supervisor of the position All or some members of the 1st-level committee The executive, senior, or other administrator to whom the position's supervisor reports (optional) Additional members may be appointed at the executive, senior, or other administrator's discretion (optional)
Child Development Center	<ul style="list-style-type: none"> Coordinator or Center Liaison or designee 	<ul style="list-style-type: none"> Majority of committee must consist of employees from within the affected department/program One employee from outside of the department <p>Note: Committee must consist of three members at minimum; at least one committee member must be of the same constituent employee group as the vacant position</p>	<p>2nd-Level interviews are not required; if conducted, the committee consists of the following:</p> <ul style="list-style-type: none"> Supervisor of the position All or some members of the 1st-level committee The executive, senior, or other administrator to whom the position's supervisor reports (optional for all positions except site supervisor or coordinator)

* A District Compliance Officer, appointed by HRS, is required to observe and monitor all stages of the 1st- and 2nd-level hiring processes.

† For these positions, the 1st-level committee shall appoint a faculty member of the committee to serve as a non-voting observer during the 2nd-level interviews (for faculty positions, the non-voting observer is appointed to the Superintendent/President's interviews).

‡ For these positions, except where otherwise indicated, constituent group representatives are appointed by the leadership of their representative constituent groups (e.g. classified employees are appointed by the CCE/AFT Executive Council; students are appointed by the Associated Student Group leadership; faculty are appointed by the Faculty Senate, and administrators by the Administrative Association).

Ψ For these positions, interim Vice Presidents who are not applying for the position in question may serve on 2nd-Level Committees.

Date Approved: 10/21/14

(Replaces current Palomar Procedures 26, 174, 174.1, 174.2, and 190)

2. **Verification of Committee Composition:** HRS verifies compliance of selection committee membership with applicable Board policies and procedures.
3. **Diversity:** The selection committee should be balanced in its diversity and, to this end, will seek representation from under-represented groups whenever possible.
4. **Confidentiality:** Each participant in the hiring process is responsible for maintaining the confidentiality of all aspects of the selection process, including written materials, oral discussions and any other information that relates to the selection process. Such information may be shared only with members of the Selection Committee, HRS, and the administrators involved. Confidentiality must be maintained permanently.
5. **Training:**
 - a. Prior to participating as a selection committee member, members must receive training on the selection process. Such training must occur within one year prior to serving on a selection committee. HRS shall provide selection committee training. See the Selection Committee Training Packet available through HRS.
 - b. Training shall include the philosophy and commitment to staff diversity as outlined in the District's Equal Employment Opportunity Plan and inclusive of cultural diversity, the roles and responsibilities of all members of the selection committee, the selection process, interview procedures and techniques (including guidelines on appropriate follow-up questions and reference checks), and the confidentiality of the selection process.
6. **Responsibilities:**
 - a. The Committee Chair/Co-Chairs shall be responsible for:
 - Ensuring compliance with District policies and procedures in conjunction with the hiring process;
 - Coordination of calendars to ensure participation of all committee members, including the Compliance Officer;
 - Coordination of candidate interviews with HRS;
 - Maintaining committee records;
 - Performing other duties determined by agreement with the committee.
 - b. Voting Committee Members shall be responsible for:
 - Identifying selection criteria based on the minimum and preferred qualifications of the position in light of the expected duties and responsibilities of the position. Screening criteria will include an evaluation of the extent to which applicants have and demonstrate a sensitivity to and understanding of the diverse academic, socioeconomic, cultural, disability, and ethnic backgrounds of the community college;

- Developing interview questions, directly related to the position announcement criteria, designed to distinguish candidates who will best meet the needs of the District in the position;
 - Screening all applications forwarded by HRS to select candidates for interview;
 - Interviewing candidates selected for interview using pre-approved questions.
 - The voting members of the Selection Committee recommend an unranked list of finalists for consideration. All of the finalists recommended must be fully acceptable to the Committee.
7. Attendance: All members of the Selection Committee must be present for all interviews. If a voting member of the committee misses any part of an interview, the committee member is ineligible for further participation in the hiring process.
8. The Compliance Officer's Role: It is the responsibility of the Compliance Officer to observe and monitor the hiring process to ensure complete fairness and consistency for each applicant and to serve as a non-voting resource person to the selection committee(s). For faculty positions, see the Faculty Senate's Faculty Hiring Procedure on the Faculty Senate website for details on the Compliance Officer's role. For all other positions, see the Selection Committee Training Packet available on the HRS website.
9. The Observer's Role:
- a. The observer may observe the interviews, but not actively participate. S/he may not ask questions of or comment on the candidates during or between the interviews;
 - b. The observer may attend the deliberations for Vice President, Dean, and Director positions at the discretion of the chair of the second-level hiring committee. For faculty positions, the observer is required to attend the deliberations;
 - c. If attending the deliberations after the interviews, the observer's role remains non-participatory. He/she will be invited to comment on factual observation and process only.
 - Since the observer's role is non-participatory, he/she is not permitted to conduct reference checks on finalists;
 - Other first-level committee members, including the chair of the first-level committee, may conduct the reference checks.

D. Background Checks

Policies and procedures governing applicant background checks are as outlined in AP 7126 titled Applicant Background Checks.

E. Reference Checks

Reference checks are required for all positions. See the Selection Committee Training Packet, available via the HRS website, for specific procedures designed to assist committees in conducting reference checks.

Table 4. Reference Check Process by Employment Unit.* †

Employment Unit	Deciding Authority/Process
Classified, Confidential & Supervisory Team, and Administrative Association* (except directors)	Supervisor or designee checks prior to submitting finalists or making a hiring recommendation.
Faculty, Directors*, Deans*, and Vice Presidents*	1 st -level committee conducts reference checks and forwards to 2 nd -level committee

* The supervisor of the position may conduct additional reference checks in accordance with established procedures prior to the job offer.

† For all non-faculty positions, HRS may conduct reference checks in lieu of or in addition to those conducted as provided in Table 4.

F. Interviews

1. Practical Skills, Demonstrations and Testing: The initial interview process may involve skills testing and performance demonstrations appropriate to the position. All skills tests and performance evaluation processes must be approved in advance by HRS.
 - a. Faculty positions require in-person teaching demonstrations as indicated in the Faculty Hiring Procedure available on the Faculty Senate's website.
2. Interviews are conducted as outlined in Tables 3 and 5.
3. In the event a selected applicant declines the position or is otherwise unable to be employed in the position, the qualified applicant pool for any posted position may be utilized for up to 90 days after an offer of employment has been extended.

Table 5. Positions Requiring Second-Level Interviews and Specific Components.

	Vice Presidents	Directors	Deans	Faculty
Open Forum	X (required)			
Site Visits	X (optional)		X (optional)	
Reference Checks between 1st and 2nd level Interview	X (required)	X (required)	X (required)	X (required)
Teaching Demonstration				X (required)

Date Approved: 10/21/14

(Replaces current Palomar Procedures 26, 174, 174.1, 174.2, and 190)

4. Final Administrative Interviews: The Superintendent/President interviews the finalists for all senior and executive administrative positions recommended by the Selection Committee. It is at the Superintendent/President's discretion to include other Palomar employees in the final interview or to arrange additional interviews or meetings with appropriate campus constituencies.
5. Joint Selection Committee for Full-Time Faculty 2nd Level Interviews: The Joint Selection Committee and the Superintendent/President meet after completing separate interviews of each of the final candidates. Each candidate is discussed and assessed relevant to the separate interviews, reference checks, teaching demonstration, and needs of the discipline/department. The Superintendent/President considers input from each Committee member and works towards consensus as much as possible in making the final selection. The Superintendent/President will make the final recommendation to the Governing Board.

G. Applicant Travel Expenses

Palomar College does not reimburse applicants for first-level interviews for expenses incurred during the application and/or first-level interview process. Second-level applicant expenses will be eligible for reimbursement as follows:

1. For full-time faculty and some administrator positions (president, vice-president, director, dean), applicants who must travel 150 miles or more one way from their residence to the District are eligible for reimbursement with proper verification. Reimbursement is available only for 2nd-level interviews.
2. All expense documentation must be submitted to HRS within 30 days of completing travel. Only original receipts shall be accepted as proper travel expense documentation for reimbursement purposes.
3. Reimbursement is limited to \$1,000.00 to cover the travel costs incurred by the applicant on behalf of him/herself only. Allowable travel costs and associated processes are outlined in the District's travel procedure contained in the Finance and Administrative Services Handbook.

H. Deliberation and Selection Process

1. Deliberations: For all positions, after interviews are completed, the voting members of the Selection Committee discuss and evaluate the qualifications of the interviewed candidates.
2. For positions requiring second-level interviews, a minimum of two unranked candidates must be forwarded. Exceptions require the approval of the Superintendent/President or designee. Where an exception to the minimum candidates is not warranted, the original applicant pool shall be revisited for potential candidates and the position recruitment shall be extended.

Date Approved: 10/21/14

(Replaces current Palomar Procedures 26, 174, 174.1, 174.2, and 190)

3. Table 6 below outlines the alternatives where there are insufficient finalists for a position.

Table 6. Actions and Required Authorization for Insufficient Position Finalists for non-faculty positions.

Authorized Action	Deciding Authority
Cancel the recruitment	Responsible administrator
Authorize a single candidate	Superintendent/President or designee
Review the applicant pool again	Responsible administrator and the 1st Level Committee
Extend 1st Screening Duration	Responsible administrator and the 1st Level Committee, subject to HRS approval

4. Selection: Final selection is the sole responsibility of the Superintendent/ President, and is subject to Governing Board approval. See BP 2430 titled Delegation of Authority to the Superintendent/ President and BP/AP 7110 titled Delegation of Authority.
5. If none of the finalists are selected for hire, the Selection Committee and the appropriate administrator will:
 - a. Review information regarding the recommended finalists and/or the nature of the position; and/or
 - b. Review the interview pool to ensure that other potential finalists have not been overlooked; and/or
 - c. Recommend that the search be extended..

EMPLOYMENT OFFERS

- A. **Conditional Offers:** All employment offers are conditional pending satisfaction of employment requirements, including submission of required forms, background and/or reference checks, fingerprinting, proof of eligibility for employment, TB test results and certificate of freedom from communicable disease (see BP/AP 7330 titled Communicable Disease) and Governing Board approval. All conditions of employment must be met prior to employment.
- B. **Pre-Employment Requirements:**
 1. Physical Examination: Depending on the nature of the position, a pre-employment physical examination may be required to ensure sufficient fitness for the duties associated with the particular position. See BP 7335 titled Health Examinations.
 2. Criminal History-Live Scan Verification: All offers of employment are conditional pending receipt of satisfactory criminal history reviews via Live Scan. See: AP 7337 titled Fingerprinting.
- C. **Conditional employment offers are made as follows:**
 1. For classified, CAST, administrative and child development teacher positions, HRS will make the offer;

Date Approved: 10/21/14

(Replaces current Palomar Procedures 26, 174, 174.1, 174.2, and 190)

2. For full-time faculty positions, the appropriate dean will make the offer;
3. For dean positions, the appropriate vice president will make the offer; and
4. For vice-president positions, the president will make the offer.
5. HRS coordinates all necessary intake and orientation procedures and extends the formal job offer after completion of all pre-employment requirements.

FULL-TIME FACULTY SELECTION

The selection process is described in the Faculty Hiring Procedure, which can be obtained through the Faculty Senate, and is intended to reflect the District's commitment to shared governance, as outlined in BP/AP 2510 titled Participation in Local Decision Making.

PART-TIME FACULTY RECRUITMENT AND SELECTION

The following provisions shall apply to all faculty for part-time positions.

A. Announcement and Recruitment:

1. Establishing the Position: Departments shall notify HRS when a position becomes available.
2. Advertising the Position: HRS shall advertise all part-time faculty positions.

B. Applications, Screening and Selection:

1. All application packets (including the appropriate application form and attachments, transcripts, and other documents/forms as required by the appropriate departments) shall be submitted directly to HRS;
2. HRS shall record all legally required applicant information and remove and/or redact any confidential data;
3. Prior to forwarding applications to the appropriate departments for selection, HRS shall conduct a preliminary screen to determine completeness of application and satisfaction of minimum qualifications and/or possible need for equivalency;
4. The Department shall select qualified candidates for interview, and conduct all interviews. The Department Chair/Director shall notify the appropriate Dean and HRS of his/her selection of part-time faculty.
5. HRS shall retain all applications for a minimum of three years.

Also see BP/AP 3410 titled Nondiscrimination; BP/AP 3420 titled Equal Employment Opportunity; BP/AP 7211 titled Faculty Service Areas and Competencies, BP/AP 4015 titled Minimum Qualifications and Equivalencies; AP 7126 titled Applicant Background Checks; and AP 7127 titled Restrictions Governing the Employment of Applicants with Criminal Records.

Office of Primary Responsibility: Human Resource Services

Date Approved: 10/21/14

(Replaces current Palomar Procedures 26, 174, 174.1, 174.2, and 190)



1
2 Approved by the Faculty Senate, 9-28-15

3 Reviewed and amended by the Senate, 10-26-15, to be posted to the Faculty Senate website.

4 5 **Faculty Hiring Procedures**

6 The Faculty of Palomar College, in establishing the procedures for the hiring of full and part-
7 time faculty, is guided by the following principles:

8
9 **The Faculty's role in Shared Governance:** Pursuant to rules adopted by the Board of
10 Governors of the California Community Colleges, the Palomar College Governing Board
11 elects to rely primarily on the advice and judgment of Faculty Senate on academic and
12 professional matters. Among these matters are "faculty hiring policy, faculty hiring criteria, and
13 faculty hiring procedures," specifically noted as number 11 in the "10+1+1."

14
15 **Commitment to Diversity** – The faculty of Palomar College is committed to the goal of
16 diversity in hiring. To that end, while the faculty maintains discipline/subject expertise as a first
17 priority, the elements related to hiring should reflect the faculty's commitment to building
18 diversity as described in AP 7120:

19 In all phases of recruitment and hiring, equal opportunity is afforded to all employees
20 and qualified applicants for employment without discrimination on bases including but
21 not limited to: ethnic group identification, race, color, national origin, religion, socio-
22 economic status, age, gender, gender identity, gender expression, sex, physical or
23 mental disability, sexual orientation, political affiliation, transgender, marital status,
24 veteran status, medical conditions, union membership or on the basis of these
25 perceived characteristics, or based on association with a person or group with one or
26 more of these actual or perceived characteristics. Applicants not possessing specific
27 qualifications as outlined in the job announcement who feel that their background and
28 experience is equivalent to the minimum requirements are encouraged to apply.

29
30 In defining diversity with a broad list of groups and individual characteristics, the Faculty
31 recognizes the complex dynamics of the goal of diversity, acknowledging that while our
32 differences may be evident in ways that are sometimes overt and obvious, they often become
33 evident in language, tone, and attitude. We are committed to an understanding of diversity that
34 acknowledges both visible and invisible registers of difference, and we embrace the goal of a
35 more diverse faculty in all elements of recruitment and hiring.

36
37 **The goal of the 75/25 Ratio:** In 1988, the California Legislature in section 70 of AB1725 (the
38 fundamental California Community College reform bill) found and declared: "Because the
39 quality, quantity and composition of full-time faculty have the most immediate and direct impact
40 on the quality of instruction, overall reform cannot succeed without sufficient numbers of full-
41 time faculty."

Based on this declaration, the reform bill established the current system goal regarding full-time faculty standards: “the Legislature wishes to recognize and make efforts to address longstanding policy of the Board of Governors that at least 75 percent of the hours of credit instruction in the California Community Colleges, as a system, should be taught by full-time instructors.”

The Faculty of Palomar College has developed the following procedures for the hiring of full and part-time faculty. These procedures are generally in line with the College’s Administrative Procedure (AP) 7120. Where they diverge from that procedure, they are specifically recommended for faculty hiring. The Faculty’s intention is to maintain the standard of excellence which has been the hallmark of the Palomar College Faculty and to encourage the principles noted above.

FULL TIME FACULTY

These procedures are established for the regular, routine process for hiring full-time faculty. The Faculty recognizes the central role of the Human Resource Services (HRS) in the success of these procedures. In every stage of the process, the goal is collaboration in the service of high standards and the growth of a first-rate, diverse faculty.

A. IDENTIFICATION OF POSITIONS

1. Full-time faculty positions are requested by departments or disciplines and then are prioritized by a subcommittee of the Instructional Planning Council (IPC), utilizing the procedure developed by IPC.

2. Full-time positions for counseling and library faculty are identified through a specific formula developed by counselors, librarians, and the District.

3. As early as possible, IPC will publish the priority list of positions to be hired, ideally by May 1.

4. With the goal of establishing the strongest and most diverse pools of candidates, a preliminary number of positions to be hired will be determined by the Superintendent/President and submitted to the Governing Board as early as possible, ideally by August 15.

5. In the interest of a more efficient process, multiple positions for specific departments may be considered where appropriate. Departments which are designated for multiple positions may forfeit priority consideration in the one to three years following.

6. Departments may begin work on preliminary preparations relating to announcements, etc. in order to act as quickly as possible when positions are approved by the Governing Board. These steps will be contingent upon HRS requirements relating to training.

B. ANNOUNCEMENTS AND RECRUITMENT

A crucial element of these procedures is the goal of flexibility in the steps outlined below. After the positions to be hired are identified and approved, departments will work with HRS to establish appropriate timelines. Considerations relating to discipline expertise and diversity should guide the establishment of timelines between the notification of positions to be hired and the expected hire date.

1. Announcements

a. The position announcement is developed through a collaborative process involving the department/program, appropriate administrators, and Human Resource Services (HRS).

b. Human Resource Services must approve all announcements prior to posting.

c. Announcements must receive final authorization by the Hiring Committee Chair, Department Chair / Program Director (or designee), Dean of the appropriate division, and the appropriate Vice President.

2. Components: The position announcement must include the following:

a. A description of the position duties, responsibilities, salary, benefits, and terms of employment (including classification, working hours, conditions).

b. Minimum qualifications, as determined by the State Academic Senate and the Board of Governors in accordance with Education Code Section 87356 et seq.

c. Preferred qualifications (when listed) that are job-related and consistent with the demands of the discipline/subject area.

d. A provision for determination of equivalency, if applicable.

e. Depending on employment unit, a statement regarding required participation in shared governance

f. Additional language required for compliance with federal, state, and District regulations (e.g., Equal Opportunity Employer notice)

134 **g.** Any application procedures specific to the posted position.

135
136 **h.** A statement in accordance with Title 5 that requires that all applicants be “sensitive to
137 and have an understanding of the diverse academic, socioeconomic, cultural, disability,
138 gender identity, sexual orientation, and ethnic backgrounds of community college
139 students, faculty, and staff.” Departments/programs will require applicants to explain or
140 submit written materials that provide evidence of such understanding.

141
142 **i.** Legal qualifiers established by Human Resource Services to comply with federal,
143 state, and District regulations.

144 145 146 **3. Advertising and Recruitment**

147
148 **a.** HRS provides assistance including the identification of appropriate advertising
149 media. The Department Chair/Director or designee will confer with HRS to
150 establish venues outside the standard advertising methods and sites.

151
152 **b.** Venues additional to the standard will be at the expense of the
153 department/division

154 **c.** Job announcements are advertised through various organizations (e.g., the
155 California Community Colleges Registry) and through various online sources.

156
157 **d.** Transfer Opportunities: For eligible positions, notice of transfer opportunities will be
158 distributed internally to provide current employees notice of such positions, subject to
159 provisions of applicable collective bargaining agreements or employee handbooks.

160 161 162 163 164 **C. APPLICATIONS**

165
166 **1.** All applications shall be submitted to HRS.

167
168 **2.** Applications for open positions are available online through the District website.

169
170 **3.** Applicants must establish a digital profile (individual user account) in the online system in
171 order to be considered. Applicants may visit HRS for assistance with this first step.

172
173 **4.** For assistance with any element of the process, applicants should contact HRS directly.

174
175 **5.** The application will contain the following basic components:

176
177 **a.** Application form inclusive of educational and professional histories, skills and
178 qualifications and references

180 **b.** Conviction history.

181
182 **c.** Confidential data for federal and state collection and reporting purposes.

183
184
185 **6.** HRS will accept application materials until the position is closed.

186
187 **7.** Letters of recommendation will be accepted for one week after the position is closed.

188
189
190
191
192 **D. SCREENING**

193 **1. Pre-Screening**

194
195 **a.** HRS will pre-screen all applications for completeness and evidence of minimum
196 qualifications prior to forwarding applications to the Selection Committee.

197
198 **b.** Completed applications which do not meet minimum qualifications but which have a
199 completed equivalency form will be forwarded to the Selection Committee for review.

200
201 **c.** All applicants with completed applications who meet stated minimum qualifications
202 will be forwarded to the Selection Committee.

203
204 **d.** Hiring Committee Chairs will be given the option to have HRS contact applicants with
205 incomplete applications to obtain missing materials (i.e. missing transcripts). This
206 includes applicants who do not meet the minimum qualifications and did not complete
207 an equivalency form. Applicants will be given one week to complete their application
208 once notified by HRS.

209
210 **e.** Hiring Committee Chairs will have access to all applications for the purpose of
211 review.

212
213
214 **2. Selection Committee Screening**

215
216 Screening criteria and interview questions must be approved by HRS before Selection
217 Committee members receive applications. Screening criteria and interview questions are
218 developed from the qualifications and requirements listed in the position announcement.

219
220 **E. COMMITTEE FORMATION**

221
222 **1. Verification of Committee Composition:** HRS verifies compliance of Selection
223 Committee membership with applicable Board policies and procedures.

224
225 **2. Diversity:** Per Title 5, 53024.e, "Whenever possible, screening committees shall include a
226 diverse membership which will bring a variety of perspectives to the assessment of applicant

qualifications.” The Selection/Joint Selection Committee will maintain discipline expertise as the primary value in committee formation and will make every reasonable effort to include representation that will advance the Faculty’s commitment to diversity as described in the guiding principles at the start of this document. In defining diversity with a broad list of groups and individual characteristics, the Faculty recognizes the complex dynamics of the goal of diversity, acknowledging that while our differences may be evident in ways that are sometimes overt and obvious, they often become evident in language, tone, and attitude. We are committed to an understanding of diversity that acknowledges both visible and invisible registers of difference, and we embrace the goal of a more diverse faculty in all elements of recruitment and hiring.

3. Confidentiality: Each participant in the hiring process is responsible for maintaining the confidentiality of all aspects of the selection process, including written materials, oral discussions and any other information that relates to the selection process. Such information may be shared only with members of the Selection/Joint Selection Committee, HRS, and the administrators involved. Confidentiality must be maintained permanently.

4. Training:

a. Prior to participating as a selection committee member, members must receive training on the selection process. Such training must occur within one year prior to serving on a selection committee. HRS shall provide selection committee training. Selection Committee Training materials are available through HRS.

b. Training shall include the philosophy and commitment to staff diversity as outlined in the District’s Equal Employment Opportunity Plan and inclusive of cultural diversity, the roles and responsibilities of all members of the selection committee, the selection process, interview procedures and techniques (including guidelines on appropriate follow-up questions and reference checks), and the confidentiality of the selection process.

5. Attendance: All members of the Selection Committee must be present for meetings, interviews, and deliberations.

a. If a voting member of the committee misses any part of an interview or deliberation, the committee member is ineligible for further participation in the hiring process.

b. Each Selection Committee will establish its specific policy with regard to attendance at preparatory meetings (i.e. development of announcement and materials, etc).

6. The Compliance Officer’s Role: It is the responsibility of the Compliance Officer to observe and monitor the hiring process to ensure complete fairness and consistency for each applicant and to serve as a non-voting resource person to the selection committee(s). The Selection Committee Training materials are available through HRS.

F. COMMITTEE CHAIR/CO-CHAIR RESPONSIBILITIES (for Selection/Joint Selection)

1. Committee Chairs/Co-Chairs shall be responsible for:

- a.** Ensuring compliance with District policies and procedures in conjunction with the hiring process
- b.** Coordination of calendars to ensure participation of all committee members, including the Compliance Officer
- c.** Coordination of candidate interviews with HRS
- d.** Maintaining committee records
- e.** Performing other duties determined by agreement with the committee.

G. SELECTION COMMITTEE COMPOSITION

- 1.** The First-level interview is conducted by the Selection Committee.
- 2.** The Selection Committee should generally have no more than nine voting members.
- 3.** The First-level Selection Committee is composed of the following members:

- Committee Chair or Co-chairs (Department Chair/Director or faculty designee)
- Faculty members from the discipline or a related discipline (Note: may substitute one community member or a faculty member from another institution with expertise in the appropriate discipline, at the discretion of the committee).
- One (1) faculty member from outside of the department.
- One (1) student (optional – non-voting)
- One (1) compliance officer

H. SELECTION COMMITTEE RESPONSIBILITIES

- 1.** All members of the Selection Committee are voting members, with the exception of the Compliance Officer and the student (in cases where the committee exercises the option of including a student member).

2. The Compliance Officer must be present during all meetings of the selection committee. For the Compliance Officer's duties, see the HRS Training materials.

3. Voting members of the Selection Committee identify selection criteria based on the minimum and desirable qualifications of the position in light of the expected duties and responsibilities of the position. Selection criteria will include an evaluation of the extent to which applicants have and demonstrate sensitivity to and understanding of the diverse academic, socioeconomic, cultural, disability, and ethnic backgrounds of community college students.

4. Voting members of the Selection Committee develop job related screening criteria and interview questions designed to distinguish candidates who will best meet the needs of students. A question related to diversity is required, and voting members should assess candidates' attitudes about and level of awareness of diversity in light of the "commitment to diversity" articulated at the start of this document.

5. No Selection Committee meetings or interviews may be conducted without a Compliance Officer.

6. Voting members of the Selection Committee determine the subject matter and format of the demonstration of teaching, counseling, or librarianship skills required of all faculty candidates.

7. All voting members of the Selection Committee screen all applications to select candidates for interview.

8. All voting members of the Selection Committee complete screening forms for each applicant, and, upon determination of applicants to be interviewed, all applications and screening forms are returned to HRS.

9. All members of the Selection Committee establish interview times so that all members can attend.

10. All members of the Selection Committee interview all selected candidates using pre-approved questions. Follow-up questions may be asked as long as they do not lead the candidate to a desired response and stay within the scope of the original question or answer. In addition, information on the application, resume, or portfolio may be specifically addressed if not included in the original answer (and remains in the scope of the original question).

11. The voting members of the Selection Committee recommend the finalists for consideration by the Joint Selection Committee. All recommended finalists must be acceptable to the Selection Committee since only a candidate recommended by the Selection Committee will be hired.

12. Following notification confirming that HRS has contacted the candidates, at least two voting members of the Selection Committee who are moving forward to the Joint Selection Committee will conduct reference checks on the recommended finalists per the "Reference

Check Guidelines.” Information gathered through reference checks will be shared with the Joint Selection Committee and the Superintendent/President during deliberations.

I. JOINT SELECTION COMMITTEE COMPOSITION

a. The Joint Selection Committee is composed of the following members:

- Committee Chair (Appropriate Dean)
- Chair of the first-level committee
- Vice President for Instruction or Student Services, as appropriate
- At least two (2) additional members from the first-level committee
- Note: not to exceed seven members, including the chair, except where extenuating circumstances exist.

7. The Observer’s Role: The Selection Committee may appoint a faculty member of the committee to serve as a non-voting observer for the President’s Interview.

a. The observer may not initiate interaction with the candidates (asking questions or commenting) during or between the interviews. The President is free to involve the observer in any way he or she deems appropriate.

b. The observer is required to attend the deliberations, and will be invited to comment on factual observation and process only.

c. Because the observer’s role is non-voting, he/she is not permitted to conduct reference checks on finalists.

J. FIRST-LEVEL INTERVIEW

1. Practical Skills, Demonstrations and Testing:

a. The first-level interview process may involve skills testing and performance demonstrations appropriate to the position. All skills tests and performance evaluation processes must be approved in advance by HRS.

b. In-person teaching demonstrations are required at the first level.

2. Interviews are scheduled by Human Resource Services upon notification by the Selection Committee.

411 3. Human Resource Services provides copies of the application and interview screening
412 forms to the Selection Committee with an interview schedule.

413
414 4. All members of the Selection Committee must be present for all interviews. If a voting
415 committee member misses an interview, that committee member is removed from the
416 Selection Committee. No interviews may be conducted without a Compliance Officer.

417
418 5. At the request of the Selection Committee, a candidate who must travel more than 150
419 miles to interview with the Selection Committee may be interviewed by the Joint Selection
420 Committee and the Superintendent/President or designee within a day of the Selection
421 Committee interview. If the candidate becomes a finalist for the position, these interviews will
422 serve as finalist interviews.

423
424 6. After interviews are completed, members of the Selection Committee discuss and evaluate
425 the qualifications of the candidates. The Committee also considers whether the candidates
426 selected as finalists demonstrate appropriate sensitivity to and understanding of the diversity
427 of the Palomar College community.

428
429 7. If the Selection Committee is not satisfied with the interviewed candidates, the Committee
430 Chair may request to review the applicant pool to ensure that qualified applicants have not
431 been overlooked.

432
433 8. The Selection Committee Chair forwards the application materials of the finalists to HRS.

434
435 9. Selection Committee members return the screening and interview forms and all other non-
436 finalist application materials to the HRS.

437
438 10. HRS notifies the Dean and the Chair of the Selection Committee to confirm the list of
439 finalists.

440
441 11. HRS sends materials related to the second-level interview to the Dean, who then convenes
442 the Joint Selection Committee.

443 444 445 446 **K. SECOND-LEVEL INTERVIEWS**

447
448 1. Two separate second-level interviews are conducted, one by the Joint Selection Committee
449 and the other by the Superintendent/President.

450 451 452 **Joint Selection Committee Interview:**

453
454 2. The Joint Selection Committee interviews all finalists forwarded by the Selection
455 Committee.

3. Teaching demonstrations are optional at the second-level. The Department responsible for the position will make the determination relating to a second-level teaching demonstration.

4. The Joint Selection Committee will consider the Superintendent/ President's assessment and recommendations before coming to consensus.

The President's Interview:

1. The President interviews all finalists forwarded by the Selection Committee.

2. The President's Interview is conducted by the Superintendent/President, who serves as both Chair and sole committee member.

3. Also present at the President's Interview are:

a. Compliance Officer

b. Observer (The first-level committee may appoint a faculty member of the committee to serve as a non-voting observer during the Superintendent/President's interviews).

4. The Superintendent/President, or designee, interviews the finalists and presents his/her assessments and recommendations to the Joint Selection Committee.

L. DELIBERATION AND SELECTION PROCESS

1. **Background Checks:** Regulations regarding background checks are outlined in Board Policies and Procedures, AP 7126 & AP 7337.

2. Reference Checks:

a. Reference checks are required for all positions.

b. Following notification confirming that HRS has contacted the candidates, at least two voting members of the Selection Committee who are moving forward to the Joint Selection Committee will conduct reference checks on the recommended finalists per the "Reference Check Guidelines." Information gathered through reference checks will be shared with the Joint Selection Committee and the Superintendent/President during deliberations.

3. **Selection / Seeking Consensus:** The Joint Selection Committee and the Superintendent/President meet after completing separate interviews of each of the final candidates. Each candidate is discussed and assessed relevant to the separate interviews, reference checks, teaching demonstration, and needs of the discipline/ department. The

Superintendent/President considers input from each Committee member and works towards consensus as much as possible in making the final selection. The Superintendent/ President will make the final recommendation to the Governing Board.

5. Candidate's Notification: The appropriate Dean extends the tentative offer of employment to the selected finalist and coordinates all necessary intake and orientation procedures with the Human Resource Services Office.

6. If none of the finalists are selected for hire, or if a selected candidate declines the position or is otherwise unable to be employed in the position, the Joint Selection Committee, in consultation with the President, will:

a. Review information regarding the recommended finalists and/or the nature of the position; and/or

b. Review the interview pool to ensure that other potential finalists have not been overlooked; and/or

c. Recommend that a new search be initiated.

7. In any of the situations described above, the pool of finalists for any posted position may be utilized for up to 90 days after an offer of employment has been extended.

8. Governing Board Review/Approval: All offers of employment require approval by the Governing Board.

N. PART-TIME FACULTY RECRUITMENT AND SELECTION

This process is currently under review, pending revision.

1. The following provisions shall apply in hiring for all part-time faculty positions.

2. Announcement and Recruitment:

a. Departments shall notify HRS when a position becomes available.

b. Advertising the Position: HRS shall advertise all part-time faculty positions.

3. Applications, Screening and Selection:

- 545 **a.** All application packets (including the appropriate application form and attachments,
546 transcripts, and other documents/forms as required by the appropriate departments)
547 shall be submitted directly to HRS
- 548 **b.** HRS shall record all legally required applicant information and remove and/or redact
549 any confidential data
- 550 **c.** Prior to forwarding applications to the appropriate departments for selection, HRS
551 shall conduct a preliminary screen to determine completeness of application and
552 satisfaction of minimum qualifications and/or possible need for equivalency
- 553 **d.** The Department shall select qualified candidates for interview, and conduct all
554 interviews. The Department Chair/Director shall notify the appropriate Dean and HRS
555 of his/her selection of part-time faculty.
- 556 **e.** HRS shall retain all applications for a minimum of three years.

557
558 Also see BP/AP 3410 titled Nondiscrimination; BP/AP 3420 titled Equal Employment
559 Opportunity; BP/AP 7211 titled Faculty Service Areas and Competencies, BP/AP 4015 titled
560 Minimum Qualifications and Equivalencies; AP 7126 titled Applicant Background Checks; and
561 AP 7 27 titled Restrictions Governing the Employment of Applicants with
562 Criminal Records.

563
564 Equal employment opportunity issues (e.g., diversity of applicant pool) are addressed in BP/AP
565 3420 titled Equal Employment Opportunity and the District's EEO Plan.
566
567
568
569
570
571
572
573
574

Appendix E.

Resources for Other Measures of Furthering Equal Employment Opportunity

Contents

- E-1. District's Vision, Mission, and Values
- E-2. Diversity Plan
- E-3. Links to EEO Policies and Procedures on District Web Pages
- E-4. Employment Advertising Resources
- E-5. Employee Trainings on EEO- and Diversity-Related Topics

Palomar Community College District Vision, Mission, and Values

Vision

Learning for Success

Mission

Our mission is to provide an engaging teaching and learning environment for students of diverse origins, experiences, needs, abilities, and goals. As a comprehensive college, we support and encourage students who are pursuing transfer-readiness, general education, basic skills, career and technical training, aesthetic and cultural enrichment, and lifelong education. We are committed to promoting the learning outcomes necessary for our students to contribute as individuals and global citizens living responsibly, effectively, and creatively in an interdependent and changing world.

Values

Palomar College is dedicated to achieving student success and cultivating a love of learning. Through ongoing planning and self-evaluation, we strive to improve performances and outcomes. In creating the learning and cultural experiences that fulfill our mission and ensure the public's trust, we are guided by our core values of

- **Excellence** in teaching, learning, and service
- **Integrity** as the foundation for all we do
- **Access** to our programs and services
- **Equity** and the fair treatment of all in our policies and procedures
- **Diversity** in learning environments, philosophies, cultures, beliefs, and people
- **Inclusiveness** of individual and collective viewpoints in collegial decision-making processes
- **Mutual respect** and **trust** through transparency, civility, and open communications
- **Creativity** and **innovation** in engaging students, faculty, staff, and administrators
- **Physical presence** and **participation** in the community

Palomar College –Increasing Faculty & Staff Diversity

Introduction

The purpose of this plan is to identify and recommend the resources and tools necessary for the College to achieve the Board and Strategic Plan 2016 goal of increasing faculty and staff diversity.

Goals and Objectives

In the 2014-15 Governing Board Goals, the Board established a goal to improve the diversity of its faculty and staff. In Strategic Plan 2016, the College established a corresponding Goal 4 – “Recruit, hire, and support a diverse faculty and staff who are committed to student learning and achievement”, and Objective 4.2 – “Assess the effectiveness of the faculty and staff hiring processes, and identify recommendations to strengthen the College’s ability to attract and recruit diverse candidates for employment.” This plan addresses this goal and objective.

Process

The College requested the Faculty Senate to 1) review the full-time faculty hiring process, and 2) to establish a uniform part-time faculty hiring process, to ensure that diversity is fostered and embraced throughout each recruitment.

The Equal Employment Opportunity Advisory Committee was charged with identifying opportunities for recruitment and retention process improvements that support achieving the College’s SP 2016 Goal 4 and Objective 4.2. The Committee established an ongoing informal discussion group of faculty and administrators to explore these opportunities. The discussion group met multiple times, reviewed the practices of other colleges and universities, and identified opportunities for improvement.

The College reviewed its online application system, identified improvements, and implemented them. For faculty recruitments, the College changed internal procedures to provide all completed applications to faculty 1st level screening committees to improve faculty recruitment inclusivity. With the support of the Senate and administration, supporting documents required for a complete application were reduced to cover letter, resume, and unofficial transcripts.

Palomar College –Increasing Faculty & Staff Diversity

Action Plan

In addition to the actions noted in Process, the EEO Advisory Committee and its discussion group has made the following supportive recommendations.

- Incorporate into all hiring procedures, the Title 5, Section 53024(e) requirement that “whenever possible, screening committees shall include a diverse membership which will bring a variety of perspectives to the assessment of applicant qualifications.” This membership should be voting membership.
- Comprehensively improve the College’s web content to reflect diversity in faculty, staff, and students.
- Emphasize the importance of diversity in all hiring committee training.
- Establish the District compliance officer role in all classified staff hiring committees.
- Establish and staff a position in Human Resource Services that specifically and directly supports the College’s diversity and equal employment opportunity goals, and implements improvement recommendations.
- Rename and repurpose the Equal Employment Opportunity Advisory Committee to the Diversity and Equal Employment Opportunity Committee, and elevate its role to a full shared governance committee reporting through the Human Resource Services Planning Council to the Strategic Planning Council.
- Expand diversity events from a single annual event, to add additional diversity workshops for faculty and staff in each academic semester. Consider cultural simulation games to help existing faculty and staff gain a greater understanding and appreciation of the importance of diversity to the College.
- Design and administer a cultural climate survey for faculty, staff, and students to better assess further improvement opportunities.
- Reach out to regional graduate schools and educate prospective diverse graduate students on Palomar College employment opportunities.
- Increase awareness that, to prepare students for a globally diverse society, the College must understand and appreciate diversity and infuse it into the student,

Palomar College –Increasing Faculty & Staff Diversity

faculty, and staff populations, the curriculum, and into the fabric of the institution.

- Broadly market College employment opportunities to diverse communities.

Progress

1. In May 2015, the College reported to the Board on diversity performance and areas to improve.
2. The Faculty Senate has drafted revisions to the full-time hiring procedure, and is actively discussing a uniform part-time faculty hiring procedure, both of which add diverse voting members to the screening committee's composition.
3. The EEO Advisory Committee and Diversity Discussion Group reviewed a variety of materials from colleges and universities, and identified the specific areas for improvement noted above.
4. The EEO Advisory Committee agrees that the committee should be renamed and its role elevated to that of full shared governance stature.
5. At the College's request, a marketing plan has been drafted, and funding budgeted for marketing College employment opportunities to diverse communities.
6. Initial conversations have taken place with other institutions that have administered or are considering using a cultural climate survey. The College has budgeted the development of the survey.

Links to EEO Policies and Procedures on District Web Pages

- Human Resource Services Equity and Diversity website:
www.palomar.edu/hr/equitydiversity
- Palomar College employment opportunities website: palomar.peopleadmin.com
- College catalog: www.palomar.edu/catalog
- Class schedule: www.palomar.edu/schedule
- Governing Board Policies and Procedures:
www.palomar.edu/gb/Web%20Pages/PoliciesAndProcedures.htm

Palomar College Employment Advertising Resources

The following standard advertising is provided for all permanent positions, unless otherwise noted:

- SanDiego.Craigslist.org
- CalJobs.ca.gov
- CCCRegistry.org
- EdJoin.org
- HigherEdJobs.com
- AsiansInHigherEd.com
- BlacksInHigherEd.com
- HispanicsInHigherEd.com
- NativeAmericansInHigherEd.com
- DisabledInHigherEd.com
- LGBTInHigherEd.com
- VeteransInHigherEd.com
- ACCCA.org (all administrator positions)
- ChronicleVitae.com (all faculty positions)

Human Resource Services actively researches additional advertising venues to assist departments with position/discipline-specific advertising beyond the minimum resources provided above. Additional advertising may be arranged at the hiring department's expense.

Employee Trainings on EEO- and Diversity-Related Topics

The trainings listed below are offered to all District employees in an online, multimedia format through the Keenan SafeColleges website at <http://www.palomar.keenan.safecolleges.com>. The following are course descriptions as provided by Keenan, unless otherwise noted.

Sexual Harassment: Policy and Prevention (AB 1825)

The goals of the course are to train administrators and supervisors how to handle sexual harassment concerns.

Discrimination: Avoiding Discriminatory Practice

As a supervisor, it's essential that you help to establish and maintain a respectful and positive environment. This course provides supervisors with an overview of some best practices that will help them manage a diverse environment, avoid discriminatory behaviors and create a culture that embraces acceptance and respect for all.

Diversity Awareness: Staff to Staff

The goals of the course are to provide staff with an awareness of how a diverse workforce strengthens a college or university; equip staff to recognize and respond to incidents of harassment, bigotry, and prejudice; and to appreciate the rich benefits of a diverse, multicultural workforce in the campus environment.

Discrimination Awareness in the Workplace

This course is designed to instill staff with a basic awareness and understanding of discrimination which can help you avoid discriminatory behaviors as well as build a culture that reflects acceptance and respect for all.

Safe Zone Training (District-Developed Course)

Faculty and staff who participate in the Palomar College Pride Center Safe Zone workshops will successfully demonstrate knowledge of LGBTQ issues, including impact of lack of acceptance of LGBTQ students, faculty, and staff on the learning environment. In addition, participants will demonstrate respect for those differences.

Title IX and Sexual Misconduct

This course provides college and university staff members with information about the importance and implications of Title IX and sexual misconduct.

Campus SaVE Act for Employees – Sexual Violence Awareness

Sexual assault remains a significant problem on college campuses, despite the fact that federal law guarantees all students the right to an education free from sexual harassment and sexual violence. The effects of sexual violence can be long-lasting as well as emotionally and physically devastating, even disrupting a student's academic career. This course educates college and university staff on proper identification, response, and handling of incidents of sexual violence

**Equal Employment Opportunity Fund *Multiple Method* Allocation Model
Certification Form, Fiscal Year 2015-16**

EXHIBIT N-14

District Name: Palomar Community College District

The district met Multiple Method #1 (District's EEO Advisory Committee and EEO Plan).

- ☒ Yes
☐ No

The district met at least 5 of the remaining 8 Multiple Methods? (Please mark your answers.)

- ☒ Yes
- ☒ Method 2 (Board policies and adopted resolutions)
 - ☒ Method 3 (Incentives for hard-to-hire areas/disciplines)
 - ☒ Method 4 (Focused outreach and publications)
 - ☒ Method 5 (Procedures for addressing diversity throughout hiring steps and levels)
 - ☒ Method 6 (Consistent and ongoing training for hiring committees)
 - ☒ Method 7 (Professional development focused on diversity)
 - ☒ Method 8 (Diversity incorporated into criteria for employee evaluation and tenure review)
 - ☒ Method 9 (Grow-Your-Own programs)
- ☐ No

I CERTIFY THAT THIS REPORT FORM IS COMPLETE AND ACCURATE. Please attach meeting agenda of when District's EEO Advisory Committee certified this report form.

Chair, Equal Employment Opportunity Advisory Committee

Name: Mike Popielski

Title: Interim Assistant Superintendent/Vice President, Human Resource Services

Signature: _____

Date: _____

5/31/2016

Chief Human Resources Officer

Name: Mike Popielski

Title: Interim Assistant Superintendent/Vice President, Human Resource Services

Signature: _____

Date: _____

6/1/2016

Chief Executive Officer (Chancellor or President/Superintendent)

Name: Adrian Gonzales

Title: Interim Superintendent/ President

Signature: _____

Date: _____

5/31/16

President/Chair, District Board of Trustees

Date of governing board's approval/certification: _____

Name: Mark Evilsizer

Title: Governing Board President

Signature: _____

Date: _____

Date Due at the Chancellor's Office: June 1, 2016

Return to: Javier Gonzalez (jgonzalez@cccco.edu)

Chancellor's Office California Community Colleges: 1102 Q Street, Ste. 4500, Sacramento, CA 95811

Equal Employment Opportunity Fund *Multiple Method* Allocation Model

Certification Form, Fiscal Year 2015-16

This form requires districts to report the various activities that they are implementing to promote Equal Employment Opportunity for each of the 9 *Multiple Methods*. The Chancellor's Office will select some of the practices reported and highlight them in an "EEO and Diversity Best Practices Handbook".

When providing explanation(s) and evidence of your district's success in implementing the *Multiple Methods*, please write a response suitable for publication in the best-practices handbook. Please keep narrative to no more than one page per *Multiple Method*.

Nine (9) Multiple Methods

Pre-Hiring

1. District's EEO Advisory Committee and EEO Plan
2. Board policies & adopted resolutions
3. Incentives for hard-to-hire areas/disciplines
4. Focused outreach and publications

Hiring

5. Procedures for addressing diversity throughout hiring steps and levels
6. Consistent and ongoing training for hiring committees

Post-Hiring

7. Professional development focused on diversity
8. Diversity incorporated into criteria for employee evaluation and tenure review
9. Grow-Your-Own programs

Does district meet **Multiple Method #1 (District's EEO Advisory Committee and EEO Plan)**?

- ☒ Yes
No

Under the *Multiple Method* allocation model, districts must minimally have an operational District EEO Advisory Committee and an updated EEO Plan.

- In order to qualify for receipt of the EEO Fund, districts are required to submit a board-adopted EEO plan every three years to the Chancellor's Office. (Title 5, Section 53003).
- EEO Plans are considered active for three years from the date of when the District's Board of Trustees approved the plan.
- The districts are required to establish an EEO Advisory Committee to assist in the development and implementation of the EEO Plan. (Title 5, Section 53005).

Please provide an explanation and evidence of meeting this *Multiple Method*, #1.

EEO Plan

The District submitted its most recent Equal Employment Opportunity Plan (EEO Plan) for the years 2013-16 to the Chancellor's Office on August 27, 2013. The District has completed the next EEO Plan for 2016-19 and anticipates approval by its Governing Board on June 14, 2016. The current EEO Plan for 2013-16 may be viewed at <http://www2.palomar.edu/pages/hr/files/2013/02/EEO-Plan-2013.pdf>.

EEO Advisory Committee

The District established its EEO Advisory Committee (EEOAC) in Fall 2002 and has consistently utilized the committee to develop and implement EEO objectives. The EEOAC assisted in the development of the District's inaugural EEO Plan for 2013-16. A description of the EEOAC is included in chapter 5 of the District's EEO Plan at the link provided in the EEO Plan section above. EEOAC meeting agendas and minutes are posted on the District's website at <http://www.palomar.edu/committees/eeoc>.

To receive funding for that year's allocation amount, districts are also required to meet 5 of the remaining 8 *Multiple Methods*.

Equal Employment Opportunity Fund *Multiple Method* Allocation Model

Certification Form, Fiscal Year 2015-16

Does the District meet Method #2 (Board policies and adopted resolutions)?

☒ Yes
No

Please provide an explanation and evidence of meeting this Multiple Method, #2.

The District has adopted a variety of Governing Board policies and procedures addressing equal employment opportunity and related issues. A list of these policies and procedures, including links to where they are posted on the District's website, are listed below. (Note: "B.P." stands for "Board policy" and "A.P." stands for "administrative procedure.")

- [B.P. 3420 Equal Employment Opportunity](#)
- [B.P. 3410 Nondiscrimination](#)
- [B.P. 3430 Prohibition of Harassment](#)
- [A.P. 3430 Prohibition of Harassment](#)
- [Unlawful Discrimination Complaint Procedure](#)
- [Sexual Harassment Complaint Procedure](#)
- [B.P. 3540 Sexual Assaults on Campus](#)
- [A.P. 3540 Sexual Assaults on Campus](#)
- [B.P. 7100 Commitment to Diversity](#)
- [B.P. 7120 Recruitment and Selection](#)
- [A.P. 7120 Recruitment and Hiring](#)
- [Faculty Hiring Procedure](#)

The District ensures that these policies and procedures, and related information, are disseminated widely to employees, students, and job applicants by posting EEO-related information in the following locations:

- Governing Board policies and procedures website: <http://www.palomar.edu/gb/Web%20Pages/PoliciesAndProcedures.htm>
- Human Resource Services Equity and Diversity website: <http://www.palomar.edu/hr/equitydiversity>
- Palomar College job portal – special information for job applicants: palomar.peopleadmin.com
- College catalog: <http://www.palomar.edu/catalog>
- Class schedule: <http://www.palomar.edu/schedule>
- District's Annual Security Report: <http://www2.palomar.edu/pages/police/files/2012/08/2015-Clery-Annual-Security-Report.pdf>

In addition, the Assistant Superintendent/Vice President, Human Resource Services sends an email to the campus community at the beginning of the academic year to inform students and employees of the District's EEO Plan. This email also includes a links to District webpages where the policies and procedures above are located to encourage further awareness.

The District is currently reviewing and revising the above policies and procedures to comply with the recent amendments to the Fair Employment and Housing Act. The revisions are expected to be approved by the District's Governing Board in Fall 2016.

Does the District meet Method #3 (Incentives for hard-to-hire areas/disciplines)?

☒ Yes
No

Please provide an explanation and evidence of meeting this Multiple Method, #3.

The District provides the following incentives to candidates and new hires for positions/disciplines that are difficult to fill:

- The District reimburses up to \$1,000 per candidate for travel expenses associated with second-level interviews. Finalists for faculty and administrative positions who live 150 miles or greater from the District are eligible. The District provides reimbursement for all eligible candidates, including those who have applied for positions/disciplines that are historically difficult to fill. This incentive ensures candidates remain in the applicant pool and persist through the entire hiring process, which in turn

Equal Employment Opportunity Fund *Multiple Method* Allocation Model

Certification Form, Fiscal Year 2015-16

assists with retention of diverse candidates.

- The District's faculty salary placement procedure allows the Superintendent/President to authorize advertising the maximum step placement for faculty positions, which is normally step 8, to be as high as step 12. The District has utilized this practice to successfully fill a faculty position in the discipline of nursing, a field in which new hires often leave a financially lucrative professional career to serve the public as educators.
- The District has developed a process that allows for salary negotiation at time of hire for candidates selected for classified, confidential, supervisory, and administrative positions. (Note: Faculty salary placement is non-negotiable.) The process ensures that job-related criteria determine salary placement. One of the criteria for higher placement is whether the position is in a field in which filling positions is difficult; another is if the position requires specialized knowledge and/or skills.

Does the District meet Method #4 (Focused outreach and publications)?

☒ Yes
No

Please provide an explanation and evidence of meeting this Multiple Method, #4.

The District demonstrates its commitment to diversity in its recruitment materials and communication to employment applicants. A summary of these methods is detailed below.

Before the Recruitment: Class Specifications and Position Announcements

Faculty positions are developed through a collaborative process between faculty and Human Resource Services (HRS) staff, and relevant duties are identified and state-approved minimum qualifications for the service area inserted. The District utilizes language from its Governing Board-approved class specifications for non-faculty positions to describe each position's responsibilities and minimum qualifications consistently. The language is reviewed prior to recruitment for currency, compliance, and accuracy. Hiring departments are encouraged to develop preferred qualifications that describe additional job-related criteria desired in the suitable candidate. HRS staff review all preferred qualifications carefully prior to use to ensure that the items are consistent with business necessity and will not lead to bias favoring any potential candidate or against members of any protected class.

Announcements for all positions include the following statement as a minimum qualification: "Position requires sensitivity to and understanding of the diverse academic, socioeconomic, cultural, disability, gender identity, sexual orientation, and ethnic backgrounds of community college students, faculty, and staff." The District is in the process of ensuring that this language is included in the minimum qualifications of all class specifications for non-faculty positions, beginning with the imminent implementation of a classification study for the classified bargaining unit.

Targeted Advertising and Outreach

The District advertises positions in a number of venues of general interest to job seekers and targeted to specific underrepresented groups. Standard advertising for every position includes, at a minimum, the following resources (unless otherwise noted):

- California Community Colleges Registry: CCCRegistry.org
- California's Job Bank: CalJobs.ca.gov
- EdJoin.org
- Chronicle of Higher Education (administrative and faculty positions): ChronicleVitae.com
- Association of California Community Colleges Administrators (administrative positions): ACCCA.org
- SanDiego.Craigslist.org
- HigherEdJobs.com
- AsiansInHigherEd.com
- BlacksInHigherEd.com
- HispanicsInHigherEd.com
- NativeAmericansInHigherEd.com
- DisabledInHigherEd.com

Equal Employment Opportunity Fund *Multiple Method* Allocation Model

Certification Form, Fiscal Year 2015-16

- LGBTInHigherEd.com
- VeteransInHigherEd.com

The District also conducts special outreach for difficult-to-fill positions, utilizing an employment advertising agency, JobElephant, to identify additional resources to attract diverse, well-qualified applicant pool.

The District's employment portal, [PeopleAdmin](#), features the following links to diversity- and EEO-related information for employment applicants on each page:

- About Palomar (general information about the District, including its diversity-focused mission statement): <http://www2.palomar.edu/pages/about>
- Notice to Applicants (information about the District's commitment to diversity, EEO statement, and Clery Act Annual Security Report): <http://www2.palomar.edu/pages/hr/noticetoapplicants>
- EEO Policy (links to the Human Resource Services department's Equity and Diversity page, where all EEO policies and complaint procedures are posted): <http://www2.palomar.edu/pages/hr/equitydiversity>

Does the District meet Method #5 (Procedures for addressing diversity throughout hiring steps and levels)?

☒ Yes

No

Please provide an explanation and evidence of meeting this Multiple Method, #5.

The District addresses the importance of diversity during each stage of every hiring process. A discussion of the District's commitment to diversity and equitable treatment of candidates in various facets of its selection procedures follows.

Selection Committee Membership

All selection committees are encouraged to form their membership with respect to diversity to encourage a broad variety of perspectives in the selection process in accordance with Title 5, § 53024. Additionally, all selection committees are required to include at least one member from an outside department to further ensure an array of viewpoints are considered. Selection committee members must complete a comprehensive training in EEO regulations and the District's hiring procedures prior to service, as detailed in the response to Method #6 below.

Selection committees for all positions include a non-voting District Compliance Officer (DCO) as a required committee member. The DCOs is a Palomar College permanent employee whose role is to ensure that the hiring process is conducted fairly and consistently for each candidate. DCOs receive extensive training from HRS staff in EEO history, laws, and regulations, as well as the College's hiring procedures, as discussed in the response to Method #6 below. DCOs may halt the hiring process to prevent or reverse a potential breach of employment regulations.

Screening and Interview Materials

The District instructs selection committee members during training to formulate application screening criteria and interview materials based strictly on job-related qualifications and responsibilities included in the position announcement and, for non-faculty positions, Governing Board-approved class specifications. Human Resource Services (HRS) staff review and approve the materials prior to use for compliance, including avoidance of bias against any protected class.

Application evaluation forms and interview materials must contain criteria and questions related directly to sensitivity to and understanding of the diverse backgrounds of those in a community college environment. HRS staff send sample diversity-related screening criteria and interview questions to committees to guide them in the appropriate development of these items.

The Selection Process

Equal Employment Opportunity Fund *Multiple Method* Allocation Model

Certification Form, Fiscal Year 2015-16

During the selection committee training described in Method #6 below, selection committee members are trained to consider job-related qualifications only in determining which candidate is most suitable to fill a position. This information is based strictly on information obtained during application review, interviews, and reference checks. The training advises the committee of the importance of hiring diverse individuals and that different individuals of different backgrounds may respond differently to the interview process. Awareness of personal bias is also discussed.

Selection committee members must provide specific, job-related reasons on an interview report form indicating why a selected candidate was chosen and why those not selected for the position were not. HRS staff send a sample form with appropriate reasons for selecting and not selecting candidates to the selection committee to guide them in ensuring their post-interview deliberations focus solely on employment-related attributes of candidates. The form must be signed by the selection committee chair, as well as the higher-level and executive management of the position; the form must then be approved by HRS staff before an employment offer will be made.

Does the District meet Method #6 (Consistent and ongoing training for hiring committees)?

☒ Yes
No

Please provide an explanation and evidence of meeting this Multiple Method, #6.

The District requires all participants in District hiring processes to undergo selection committee training, which is fully compliant with Title 5, § 53003(c)(4). Each participant must take the training before the hiring process commences, and the training is required annually for those who serve on selection committees. Separate trainings are offered for faculty and non-faculty positions to ensure that the most relevant information is presented to participants. The District offers the training in an online video format, which features audio and closed captioning for accessibility. Trainees are required to take a test after completion to prove that they understand concepts related to fair and equitable treatment of candidates. Participants must score 80% or higher on the test to participate in the recruitment.

Every District selection committee includes a non-voting participant, known as a District Compliance Officer (DCO), who observes the hiring process to ensure the fairness and consistency of the process for each applicant, and intervenes to prevent or correct violations. Prior to their service, DCOs receive an extensive training that is similar to that required of selection committee members, with an emphasis on the special role they serve and guidelines for how to perform their responsibilities. The training is presented in person due to its interactive nature and to allow trainees to ask questions and present examples. DCOs are required to take the training when two or more years have passed since their last date of service.

The District's selection trainings are accessible on the District website via the following links:

- [Selection Committee Training \(faculty positions\)](#)
- [Selection Committee Training \(non-faculty positions\)](#)
- [District Compliance Officer Training](#)

Does the District meet Method #7 (Professional development focused on diversity)?

☒ Yes
No

Please provide an explanation and evidence of meeting this Multiple Method, #7.

The District provides a wide array of professional development opportunities focused on diversity through its Professional Growth program for faculty, its Professional Growth program for classified employees, and other opportunities that are available to all employees. Diversity-related activities available through each of these programs is described below.

Professional Development Program for Faculty

Equal Employment Opportunity Fund *Multiple Method* Allocation Model Certification Form, Fiscal Year 2015-16

The Professional Development (PD) program offers a number of trainings, workshops, events, and other activities in a variety of formats to full- and part-time faculty. While the program specifically serves full- and part-time faculty, all District permanent employees are welcome to participate in the available activities. Complete details about the PD program are available on the District's website at <http://www.palomar.edu/pd>.

The PD website features a calendar of activities for the current semester with a tab that may be clicked to view all workshops offered on topics of diversity and equity during the semester. The calendar may be viewed on the District's website at <http://www2.palomar.edu/pages/pd/pd-workshops>. PD's opportunities, including those on diversity topics, change each year. PD also offers credit for online trainings and self-paced activities involving diversity, including those that are self-designed by faculty.

Professional Growth Program for Classified Employees

The Professional Growth (PG) program serves the professional development needs of classified employees, including classified bargaining unit staff, confidential and supervisory employees, and classified administrators. Classified employees may receive program credits for taking online trainings on diversity, unlawful discrimination, and sexual harassment prevention offered through Keenan SafeColleges, the District's online training management system, which is described in detail below. Complete details about the PG program are available on the District's website at

<http://www.palomar.edu/hr/employees/personnel/classified/professionalgrowth>.

Keenan SafeColleges

The District utilizes Keenan SafeColleges (SafeColleges), an online personnel training system, to provide training on a variety of topics to its employees. SafeColleges offers several diversity, nondiscrimination, and anti-harassment trainings that are legally compliant; any employee may access the system to take a course at any time by logging in with her/his employee I.D. number. The trainings are ADA-accessible and feature audio narration and closed captioning. In the annual email sent to the campus community by the Assistant Superintendent/Vice President, Human Resource Services regarding the District's EEO Plan, instructions for accessing diversity-related trainings in SafeColleges is mentioned.

The District uses SafeColleges for its A.B. 1825 sexual harassment prevention training, and currently has a 100% completion rate for all administrative and supervisory employees. Human Resource Services staff, confidential employees, and members of the EEO Advisory Committee are also required to take this training. This year, the District required designated Campus Security Authorities (CSA) for reporting Clery crimes to take SafeColleges' Campus SaVE Act for Employees training to understand concepts of sexual harassment and assault prior to taking the extensive in-person training required by the Jeanne Clery Act.

Does the District meet Method #8 (Diversity incorporated into criteria for employee evaluation and tenure review)?

☒ Yes

No

Please provide an explanation and evidence of meeting this Multiple Method, #8.

The District's personnel in all employee groups, except classified staff, are evaluated with regard to their respect for diversity within the College. The classified bargaining unit's evaluation form has not been subject to discussion during the last period of contract negotiations.

The specific diversity-related evaluation criteria for each group are as follows:

Faculty

All criteria below are utilized for probationary and tenured faculty.

- Peer evaluation conducted by other faculty: *The professor treats students with respect, demonstrating a willingness to work with a diverse student body.*
- Self-evaluation written by evaluatee: *In what ways do you contribute to the success of our diverse student body, and how do these*

Equal Employment Opportunity Fund *Multiple Method* Allocation Model

Certification Form, Fiscal Year 2015-16

contributions help our students achieve the learning outcomes noted in the College mission? Consider your teaching, student contact, curriculum development, student support activities, development and assessment of student learning outcomes or other formative assessment, etc.

- Student evaluations: *Supports diversity and provides a non-biased environment for all students.*

Administrative, Supervisory, and Confidential Employees

- *Functions well in a multicultural environment.*

Visit the District's Tenure and Evaluations Review Board website at <http://www2.palomar.edu/pages/tenureandevaluations> for additional information about faculty evaluations, including forms. Visit the District's Human Resource Services website at <http://www2.palomar.edu/pages/hr/employees/personnel> to access evaluation forms for all non-faculty employee groups.

Does the District meet Method #9 (Grow-Your-Own programs)?

- ☒ Yes
☐ No

Please provide an explanation and evidence of meeting this Multiple Method, #9.

The District provides various growth opportunities to its employees. A description of the opportunities available to members of each employment group, and other objectives at the District level, are provided below.

Faculty

The District offers a robust mentoring program for new faculty through its Professional Development (PD) program (see response to Method #7 above). Each new faculty member is assigned a mentor, who is another experienced faculty member, to assist her/him in becoming acclimated to Palomar College and developing professional relationships with others. Faculty mentors are non-supervisory peers who provide guidance on effective instructional methods and foster development of their mentees' professional development goals. A complete description of the Faculty Mentor Program is available on the District's website at <http://www2.palomar.edu/pages/pd/additional-resources>.

In addition, the PD program supports a variety of career growth opportunities through the self-designed activities faculty may engage in as part of the program. Faculty may receive PD credit for service in leadership roles, including department chair, the Faculty Senate, Professional Development Coordinator, or Tenure and Evaluations Coordinator. Faculty also receive PD credit for service on District shared governance committees, which assists in their understanding of the institution as a whole, and participation in professional organizations affiliated with their disciplines or service areas. These opportunities are described on the District's PD website at <http://www2.palomar.edu/pages/pd/self-designed-and-online-pd-workshops>.

The salary placement provisions for faculty negotiated between the District and the faculty union, the Palomar Faculty Federation, serve as an incentive for faculty to gain additional education. Well-educated faculty benefit both students and the District. Faculty can advance horizontally on the salary schedule by completing additional coursework and degrees. A description of the District's salary placement guidelines for faculty is available on the District's website at <http://www2.palomar.edu/pages/hr/employees/classifications/salary>.

Classified and Confidential Staff, Supervisors, and Administrators

Classified bargaining unit employees, confidential staff, supervisors, and classified administrators may participate in the Professional Growth (PG) program described partially in the response to Method #7 above. The PG program offers financial incentives and release time for classified staff to enhance or update their performance through continuing education, participation in professional organizations related to their occupational areas, and service on the District's shared governance committees. PG enrollees may opt to receive an annual stipend of \$500 until program completion or a one-time lump sum of \$2,000 with a three-year waiting period. Employees who are not enrolled in a PG program may receive release time to take classes related to their current positions upon supervisory approval. The PG program is described in detail on the District's website at <http://www.palomar.edu>

Equal Employment Opportunity Fund *Multiple Method* Allocation Model Certification Form, Fiscal Year 2015-16

/hr/employees/personnel/classified/professionalgrowth.

The District offers a financial incentive to administrators to pursue further education and develop their expertise by offering an annual stipend to those with verified doctoral degrees. Currently, the stipend amount is \$1,370.76 per year.

Staffing Master Plan Objectives

The District is currently completing its second six-year Staffing Master Plan (SMP) for 2016-22. Departing from the inaugural SMP's sole focus on identifying and hiring a sufficient number of permanent staff, the new SMP will contain the following objectives for supporting and developing its employees:

- Develop processes and programs to retain and support employees.
- Develop tools and programs for transferring knowledge and providing opportunities for faculty/staff development.
- Onboarding for new hires: develop a program for acclimating all new hires to Palomar College.
- Leadership training: identify opportunities to develop leadership skills of employees.

The District has identified measurable outcomes and a schedule for completing each objective within the SMP's six year timeframe.

Regional Faculty Internship Program

The Regional Faculty Internship Program is a major cooperative initiative between the San Diego/Imperial County Community College Association (SDICCCA) and San Diego State University (SDSU). As a member of SDICCCA and participant in this program, the District employs interns to prepare them for full-time permanent faculty roles. The purpose of the program is to identify, recruit, train, and support prospective community college classroom, library, and counseling faculty in their pursuit of part-time and full-time faculty positions within community colleges in the region. The partnership includes ten community colleges in San Diego County, Imperial County, and Mt. San Jacinto College in Riverside County. At the end of this program interns will be able to:

- Articulate their strengths and areas needing development in order to be successful as a part-time or full-time counseling, library, or classroom faculty member.
- Network professionally among the local community colleges.
- Garner working, professional relationships with faculty and staff in the SDICCCA region.
- Create a realistic, five-year professional plan for counseling, librarianship, or classroom teaching.

**PALOMAR COMMUNITY COLLEGE DISTRICT
EMPLOYMENT AGREEMENT
SUPERINTENDENT/PRESIDENT**

This Agreement ("Agreement") is entered into by and between the GOVERNING BOARD OF THE PALOMAR COMMUNITY COLLEGE DISTRICT (hereinafter referred to as the "Board" and "District"), and Joi Blake, Ed. D. (hereinafter referred to as "Superintendent/President") on this 14th day of June, 2016. The parties mutually agree as follows:

1. TERM

Pursuant to Education Code Section 72411, the Board hereby employs the Superintendent/President for a term beginning on July 11, 2016, and terminating on June 30, 2020, on the terms and conditions set forth hereinafter. At its sole discretion, the Board may provide for a new term annually, provided that the Superintendent/President's annual evaluation is satisfactory or better.

The Board must notify the Superintendent/President in writing at least six (6) months prior to the expiration of this Agreement if he/she is not to be re-employed. The Superintendent/President shall give the Board written notice of this provision at least eight (8) months prior to the expiration of this Agreement. Pursuant to Education Code, Section 72411, if the Board fails to provide the action notice before the six (6) month period, the employment agreement shall be automatically renewed for the same term with all other terms and conditions of Agreement remaining unchanged.

2. DUTIES AND RESPONSIBILITIES

The Superintendent/President shall perform her duties and responsibilities in accordance with all applicable laws, rules and regulations of the State of California, Board Policy, the approved job description, and the directives of the Board. This includes timely, frequent, and accurate communications with the Board.

3. SALARY AND EXPENSE ALLOWANCE

Effective July 11, 2016, the District shall pay the Superintendent/President with a starting annual salary of \$230,000 payable in twelve (12) equal monthly payments (hereinafter "base salary"). If only a portion of the year is served, the compensation will be pro-rated. Based upon successful completion of mutually agreed-upon goals and objectives, each year thereafter, the base salary amount provided for in this Agreement shall be further adjusted by mutual agreement and any cost of living or other similar increases given to the faculty. The District shall also provide a cell phone, which may be replaced at the Superintendent/President's request every two years, together with a monthly stipend in the net amount of \$150.00, increased to an amount sufficient to cover all federal and state taxes, including income taxes incurred to cover unlimited District calling. The District shall also provide Superintendent/President a monthly car allowance equal to a net of \$727.75 per month increased by an amount sufficient to cover any and all federal and

state income taxes. Both the monthly cell phone stipend and car allowance will be increased annually by the consumer price index (CPI) for the San Diego County area, and they shall not be reported as pensionable compensation or credible compensation to CalSTRS. At its discretion, the Board shall annually review the Superintendent/President's salary as provided herein and at any time during the term of this Agreement, the Board reserves the right to adjust the salary and benefits of the Superintendent/ President from time to time by mutual consent of the parties hereto. Any such adjustment shall be effective on the date determined by agreement and shall not create a new contract and shall not serve to extend this contract.

4. EVALUATION AND PERFORMANCE OBJECTIVES

The Board shall annually evaluate and assess in writing the performance of the Superintendent/President. Said evaluation and assessment shall be related to the position description of the Superintendent/President and the performance objectives established by the parties.

By the December Board meeting of each year, the Superintendent/President shall submit to the Board a recommended evaluation format. The evaluation format shall be mutually agreed upon, and if there is no agreement by the February Board meeting, the Board shall determine the format.

By the May Board meeting of each year, the Board and the Superintendent/President shall meet in closed session to discuss the evaluation of the Superintendent/President.

Following the annual evaluation, the parties will establish written performance objectives for the next year based on the duties set forth in this Agreement and any other criteria mutually agreed upon by the parties.

In addition, a properly noticed closed session of the Board will be used to informally discuss the job performance of Superintendent/President and for the Superintendent/President to discuss matters of interest/concern with the Board relative to her job performance. This session will be agendized, so that it is at the mid-point between the annual formal evaluations. The mid-point session is not meant to limit the number of times any discussion, formal or informal, might take place in closed session between the Board and the Superintendent/President.

5. CONTINUATION / TERMINATION OF CONTRACT

A. This Agreement may be altered, amended, or terminated by mutual consent of the parties hereto, only in writing.

B. The Board may terminate this Agreement at any time at its sole discretion and without cause prior to its stated termination date. In the event Superintendent/President is involuntarily terminated by the Board without cause or a "negotiated" settlement for voluntary resignation is approved by Board, District agrees to pay Superintendent/President within thirty (30) days of the effective date of his/her termination, a taxable lump sum cash payment ("severance pay") an amount equal to the base monthly salary of the Superintendent/President multiplied by the number of months left on the unexpired term of Agreement. However, if the unexpired term of the Agreement or any amendment thereto is greater than eighteen (18) months, the maximum

cash settlement shall be an amount equal to the base monthly salary of the Superintendent/President multiplied by eighteen (18). Severance pay shall be subject to all normal tax withholdings except severance pay shall not be reported as pensionable compensation to either CalSTRS.

C. Pursuant to Government Code, Section 53261, District shall also continue the health benefits being provided to Superintendent/President at the time of termination without cause for the same period of severance pay, as is applicable in the year in which the termination without cause occurs, or until Superintendent/President finds other employment and becomes eligible for health benefits, or until Superintendent/President retires and is not eligible for continuation of retirement health and dental plans under the District's retiree benefit schedule then in effect or as amended thereafter, or for the number of months left on the period of Severance Pay.

D. In exchange for and as a condition to receipt of the severance pay, Superintendent/President shall execute a release and waiver, in a form acceptable to District's legal counsel, releasing the District from any claims associated with Superintendent/President's termination and waiving any rights to unemployment benefits to which Superintendent/President may otherwise be entitled.

E. Notwithstanding any other provision of this Agreement, prior to the expiration of term of this Agreement, Superintendent/President's employment with the District, the Board may earlier terminate Agreement and Superintendent/President for cause based on poor work performance or immoral or unprofessional conduct, dishonesty, evident unfitness for duty, physical or mental condition that makes him/her unfit to instruct or associate with students, persistent violation of, or refusal to obey, the Directives of the Board or the school laws of the State or reasonable regulations prescribed for the government of the District or the community colleges by the Board of Governors of the California Community Colleges, and/or conviction of a felony or any crime involving moral turpitude. The Board shall not terminate this Agreement for cause under this provision until a written statement of the grounds for termination has first been served on the Superintendent/ President, and he/she has had a reasonable opportunity to present to the Board an explanation or defense as to why Agreement should not be terminated. Superintendent/President may, at his/her own expense, be represented at this meeting by counsel of his/her choice. If the Board determines to terminate this Agreement pursuant to this provision, the Board shall, after meeting with Superintendent/President, in open or closed sessions, at the preference of Superintendent/President, provide the Superintendent/President with its final decision in writing. If the Board determines to terminate this Agreement pursuant to this provision, Superintendent/President shall not be entitled to any additional procedural protections. Service of the written statement of reasons for termination and with the Board's final decision concerning the termination of Agreement shall be complete when made personally or sent by certified mail to the Superintendent/President's last known address as shown on District records. In the event Superintendent/President is terminated for cause, he/she shall only be entitled to receive compensation and District-paid benefits through the effective date of termination, plus payment for any accrued and unused vacation.

6. EXPENSES AND ALLOWANCES REIMBURSEMENT

The District shall reimburse the Superintendent/President for reasonable, actual and necessary expenses incurred by him/her and allowances provided to him/her within the scope of his/her employment in accordance with applicable District policy.

The District shall reimburse the Superintendent/President up to \$5,000 to assist in the expenses of her relocation. Superintendent/President shall submit original receipts to the District to establish her relocation expenses.

7. HEALTH BENEFITS

The Board shall furnish the Superintendent/President with the same insurance package as other administrators. In addition, the Board shall provide a term life insurance policy in the name of the Superintendent/President equal to twice the annual salary.

8. SICK LEAVE

As outlined in Education code sections 87782, 87783 and 87785, the Superintendent/President may transfer any eligible sick leave to Palomar College and then shall accrue sick leave at the rate of twelve (12) days per contract year. Such days may be used prior to their accrual, not to exceed the total accrued sick leave plus the sick leave which may be accrued in that contract year. All other sick leave benefits shall be the same as that provided to educational administrators employed by the District.

9. VACATION AND HOLIDAY LEAVE

The Superintendent/President shall accrue two (2) days of paid vacation leave each month and shall be entitled to all paid holidays granted to management personnel. Accrued vacation leave shall be used at a time mutually convenient to the Superintendent/President and the Board. The Board reserves the right, upon giving reasonable notice, to direct the Superintendent/President to use accrued vacation leave. If the Superintendent/President plans to use more than one week of vacation at a time, she shall first notify the Board.

In the event that the Superintendent/President accrues forty-eight (48) days of vacation leave, she shall not accrue any more vacation leave until she uses vacation leave. She may then accrue additional vacation leave until forty-eight (48) days are accrued.

Upon termination or expiration of this Agreement, the Superintendent/President shall be entitled to compensation for accrued and unused vacation days up to a maximum of forty-eight (48) days, at the then current salary rate.

10. MEDICAL EXAMINATIONS

The Superintendent/President shall be provided a comprehensive medical examination annually during her employment with the District. The costs of said medical examination shall be paid by the District.

11. PROFESSIONAL MEETINGS

The Superintendent/President may attend appropriate professional meetings at regional, state, and national levels, with the concurrence of the Board President. The Superintendent/President shall report relevant matters of such meetings to the Board.

12. OUTSIDE PROFESSIONAL ACTIVITIES

By prior approval of the Board (or ratification by the Board where prior approval is not feasible), the Superintendent/President may undertake outside professional activities, provided they do not interfere with her normal duties.

13. TEACHING

The Superintendent/President may be an instructor in no more than one class per semester for additional compensation, but such additional work must not tend to impair the effectiveness of the Superintendent/President or interfere with the Superintendent/President's duties.

14. PROVISIONS OF GOVERNMENT CODE SECTIONS 53243.3-53243.4

A. In the event that the District provides paid leave to Superintendent/President pending an investigation of a crime involving abuse of her office or position covered by Government Code section 53243.4, and should that investigation lead to a conviction, the Superintendent/President shall fully reimburse District for any salary provided for that purpose.

B. In the event that the District provides funds for the legal criminal defense of Superintendent/President pending an investigation of a crime involving an abuse of his/her office or position covered by Government Code section 53243.4, and should that investigation lead to a conviction, the Superintendent/President shall fully reimburse the District for any funds provided for that purpose.

C. In the event that the District provides a cash settlement related to the termination of superintendent/president as defined in the terms of this Agreement and Superintendent/President subsequently is convicted of a crime involving abuse of office or position covered by Government Code section 53243.4, Superintendent/President shall fully reimburse the District for any funds provided for that purpose.

15. APPLICABLE LAW

This Agreement is subject to all applicable laws of the State of California, the rules and regulations of the State Board of Governors, and the rules, regulations, and policies of the Board, all of which are made a part of the terms and conditions of this Agreement as though set forth herein, to the extent that such terms are not inconsistent with the lawful terms of this Agreement.

16. MODIFICATION OF CONTRACT

This Agreement may be modified by mutual consent of the parties provided, however, that the party seeking such change shall give not less than 45 (forty-five) calendar days, written notice to the other party of the requested modification.

17. RESIGNATION

Superintendent/President may resign from employment at any time during the term of this Agreement upon ninety (90) days prior written notice to the Board or upon a shorter period of time if approved by the Board.

18. SAVINGS CLAUSE

If any provision of this Agreement is held to be contrary to law by a court of competent jurisdiction, such provision shall not be deemed valid or binding except to the extent permitted by law, but all other provisions shall continue to remain in full force and effect.

19. ENTIRE AGREEMENT

This Agreement contains and expresses the entire and final agreement of the parties with respect to the matters covered herein, and supersedes all negotiations, prior discussions, prior agreements and preliminary agreements between the parties. No promises or representations, express or implied, concerning this Agreement have been made by the parties other than those contained in this Agreement concerning the offer and acceptance of employment described herein.

20. NO CONTINUING WAIVER

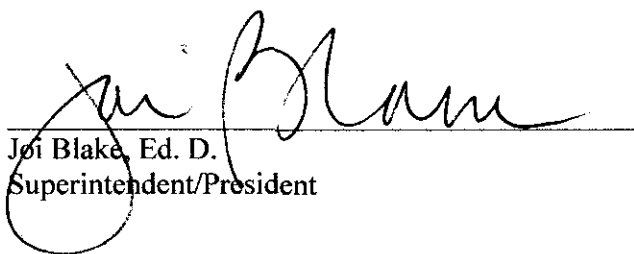
No waiver of any term or condition of this Agreement by either party shall be deemed a continuing waiver of such term and condition.

21. GOVERNING LAW

This Agreement is delivered in the State of California, concerns employment in the State of California, and the rights and obligations of the parties hereto shall be construed and enforced in accordance with the laws of the State of California.

IN WITNESS WHEREOF, the parties have entered into this Agreement as of the day and year noted above.

Mark Evilsizer, President
Governing Board
Palomar Community College District



Joi Blake, Ed. D.
Superintendent/President

**ACCEPTANCE OF
EMPLOYMENT AGREEMENT**

I have reviewed this Employment Agreement, and I accept this Agreement and the terms and conditions of employment it contains. I have not agreed to employment and/or contracted for employment with the governing board of any other school, university, college, or community college district which will in any way conflict with the satisfactory performance of all of the duties of the Position for which employed.

Please return signed contract to Human Resource Services as soon as possible.

Date: _____

6/9/14

Employee Signature

[Handwritten Signature]

Copy: Employee

Approved by the Governing Board of Palomar Community College District in open session
at regular Board meeting.

Attest:

Date: _____

Adrian Gonzales, Secretary to the Governing Board

Copy: Employee