AGENDA

SAN DIEGO REGIONAL BUILDING AUTHORITY

Thursday, November 3, 2011

8:00 a.m.

>>>>>>>>>>>>San Diego County Administration Building<<<<<<<<<<<<
1600 Pacific Highway – Room 335
San Diego, CA 92101

Action

1. Roll Call

2. Approval of Minutes – June 2, 2011 — Approve

3. First Amendment to County Operations Center Disposition and Development Agreement — Approve

   Action would:

   1. Acting as a responsible agency, certify that the Board has reviewed and considered the Addendum to the Final Environmental Impact Report (FEIR) for the County Operations Center and Annex Redevelopment Project (CSH. No. 2007071142) and the Addendum to the FEIR dated October 14, 2011, on file with the Secretary of the San Diego Regional Building Authority.

   2. Concur with the finding that there are no substantial changes in the project or in the circumstances under which the project will be undertaken that involve significant new environmental impacts that were not considered in the previously certified FEIR dated January 7, 2008, and that there is no substantial increase in the severity of previously identified significant effects. In addition, no "*new information of substantial importance*" as that term is used in CEQA Guidelines Section 15162(a) (3) has become available since the FEIR was certified.

   3. Adopt the following resolution:

      A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN DIEGO REGIONAL BUILDING AUTHORITY AUTHORIZING THE EXECUTION OF THE FIRST AMENDMENT TO DISPOSITION AND DEVELOPMENT AGREEMENT

   4. Approve the First Amendment to Disposition and Development Agreement between the County of San Diego, the San Diego Regional Building Authority, and Lowe Enterprises Real Estate Group.

4. Proposed San Diego Regional Building Authority (SDRBA) 2012 Meeting Schedule — Approve

   Action would approve the dates that are proposed for the 2012 SDRBA meeting schedule.

5. Public Comments

6. Next Meeting Date: January 12, 2012 (pending approval of Agenda Item No. 4)

7. Adjournment

SAN DIEGO REGIONAL BUILDING AUTHORITY

June 2, 2011

DRAFT MINUTES

1. Roll Call

Chairman Roberts called the meeting to order at 8:30 a.m. Authority members present were Ron Roberts and Harry Mathis.

2. Approval of Minutes

Mr. Mathis moved for approval of the minutes of the April 7, 2011, San Diego Regional Building Authority (SDRBA) meeting. Mr. Roberts seconded the motion, and the vote was 2 to 0 in favor.

3. Public Comments

There were no public comments.

4. Adoption of Operating Budget for FY 2011/12 – James R. Mills Building

Ms. April Heinze, Director of the County of San Diego Department of General Services, explained that the proposed budget reflects net contributions by the County of San Diego and the Metropolitan Transit System as well as projected parking revenue in the 2011/2012 fiscal year. She also explained that the anticipated revenue of $772,312 for 2011/2012 is approximately on par with the same budgeted revenue category in 2010/2011, and that the proposed budget is within 1% of the 2010/2011 budget, including requested capital funding items.

Action Taken

Mr. Mathis moved to: (1) approve the proposed FY 2011/2012 Operating Budget and Capital Reserve Account funding and contingency reserve and authorize the Executive Officer to approve the expenditures in accordance therewith; and (2) approve the expenditure of $240,792 from the Capital Reserve Account for the Capital Improvement Budget Items as listed for FY 2011/2012 and allow the SDRBA Executive Officer flexibility during the fiscal year to substitute or prioritize capital projects, based upon received retro-commissioning recommendations, to maximize short-term energy savings, within the above proposed Capital item budget parameters. Mr. Roberts seconded the motion, and the vote was 2 to 0 in favor.

5. Next Meeting Date

The next San Diego Regional Building Authority meeting is scheduled for May 5, 2011, at 8:00 a.m. in the Executive Committee Conference Room.

6. Adjournment

Chairman Roberts adjourned the meeting at 8:37 a.m.

_____

Chairman

Attachment: Roll Call Sheet

SAN DIEGO REGIONAL BUILDING AUTHORITY (SDRBA)
JOINT POWERS AGENCY OF THE COUNTY OF SAN DIEGO &
THE METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

ROLL CALL

MEETING OF (DATE) June 2, 2011 CALL TO ORDER (TIME) 8:30 A.M.

RECESS _____ RECONVENE _____

ADJOURN 8:34 A.M.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
COX	☐		
MATHIS	☒		
ROBERTS	☒		

OTHER ATTENDEES:

NAME	REPRESENTING
IKE WATZ	County of San Diego
[illegible]	County Counsel
APRIL HEINZE	County Dir of General Svcs
Paul Jablonski	MTS
Karen Landers	MTS General Counsel

SIGNED BY THE CLERK OF THE BOARD: Valerie Vizzolli

CONFIRMED BY OFFICE OF THE GENERAL COUNSEL [signature]

AGENDA ITEM NO. 3

SAN DIEGO REGIONAL BUILDING AUTHORITY

November 3, 2011

SUBJECT:

FIRST AMENDMENT TO COUNTY OPERATIONS CENTER DISPOSITION AND DEVELOPMENT AGREEMENT

INTRODUCTION:

On October 25, 2005, the San Diego County Board of Supervisors authorized the Director of the Department of General Services to issue a Request for Proposals and to evaluate, in detail, the conceptual plans and financial capability of potential developments of the County Operations Center Annex (Annex) for a multiuse, master-planned development with an option to include redevelopment of the County Operations Center (COC) in Kearny Mesa. On December 12, 2006, the Board of Supervisors selected the development team of Lowe Enterprises, Inc. and Fairfield Residential to develop the COC and the Annex and approved an Exclusive Negotiating Agreement (ENA).

On July 24, 2007, the Board of Supervisors:

- approved the conceptual site plan, phasing, and cost estimates for the COC and Annex Redevelopment Project;
- extended the ENA;
- established funding for environmental review, site planning and design, and negotiation of the Disposition and Development Agreement (DDA); and
- authorized site searches for departments relocating from the Annex to other locations.

On April 8, 2008, staff returned to the Board of Supervisors for approval of the DDA, preferred construction phasing, financing plan, and approval of California Environmental Quality Act (CEQA) documents.

On June 24, 2008, the Board of Supervisors adopted a resolution approving the issuance by the San Diego Regional Building Authority (SDRBA) of Lease Revenue Bonds (LRBs) and to enter into an indenture and lease agreements with the SDRBA to pay for costs associated with the construction of Phase 1 of the County Operations Center and Annex Redevelopment Project. On June 25, 2008, the SDRBA Board approved the DDA and took action to begin the

financing activities required to allow the project to continue moving forward towards an October 2008 construction start date.

On September 24, 2008, the SDRBA Board authorized the issuance of SDRBA lease revenue bonds and approved the execution and delivery of various related documents in connection with the offering and sale of the bonds and other matters relating to the bonds.

On January 28, 2009, the SDRBA Board authorized the issuance of SDRBA lease revenue bonds in an amount not to exceed $175,000,000. To date, $136,885,000 of lease revenue bonds have been used for the County Operations Center and Annex Redevelopment Project.

Amendment to Disposition and Development Agreement

Today's recommendations are for the approval of an amendment to the DDA and to certify an Addendum to the Final Environmental Impact Report for the COC and Annex Redevelopment Project.

The First Amendment to the DDA:

- adds approximately 7.166 acres to the COC site area;
- adds proposed new facilities for the County's Registrar of Voters to the scope of development for the COC and Annex Redevelopment Project;
- provides for refurbished existing facilities for use the County's Probation and Sheriff's Departments; and
- addresses scheduling and project phasing of the new facilities.

The Board of Supervisors approved the First Amendment to the DDA on October 25, 2011. Today's recommendations also include certifying an Addendum to the Final Environmental Impact Report for the COC and Annex Redevelopment Project, which addresses the inclusion of this project in the scope of work. The project would use funds previously appropriated for this purpose, and there would be no impact to the project financing for Phase 1 improvements of the COC and Annex Redevelopment Project.

RECOMMENDATIONS:

1. Acting as a responsible agency, certify that the Board has reviewed and considered the Addendum to the Final Environmental Impact Report (FEIR) for the County Operations Center and Annex Redevelopment Project (CSH. No. 2007071142) and the Addendum to the FEIR dated October 14, 2011, on file with the Secretary of the San Diego Regional Building Authority.

2. Concur with the finding that there are no substantial changes in the project or in the circumstances under which the project will be undertaken that involve significant new environmental impacts that were not considered in the previously certified FEIR dated January 7, 2008, and that there is no substantial increase in the severity of previously identified significant effects. In addition, no "*new information of substantial importance*" as that term is used in CEQA Guidelines Section 15162(a)(3) has become available since the FEIR was certified.

3. Adopt the following resolution:

   A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN DIEGO REGIONAL BUILDING AUTHORITY AUTHORIZING THE EXECUTION OF THE FIRST AMENDMENT TO DISPOSITION AND DEVELOPMENT AGREEMENT

4. Approve the First Amendment to Disposition and Development Agreement between the County of San Diego, the San Diego Regional Building Authority, and Lowe Enterprises Real Estate Group.

Budget Impact

There would be no cost to the SDRBA from this action; all costs would be borne by JPA constituent member County of San Diego.

Attachments:
A. Addendum to FEIR w/o Appendices (the complete Addendum and Appendices are on file with the County's Department of General Services)
B. Resolution
C. First Amendment to Disposition and Development Agreement

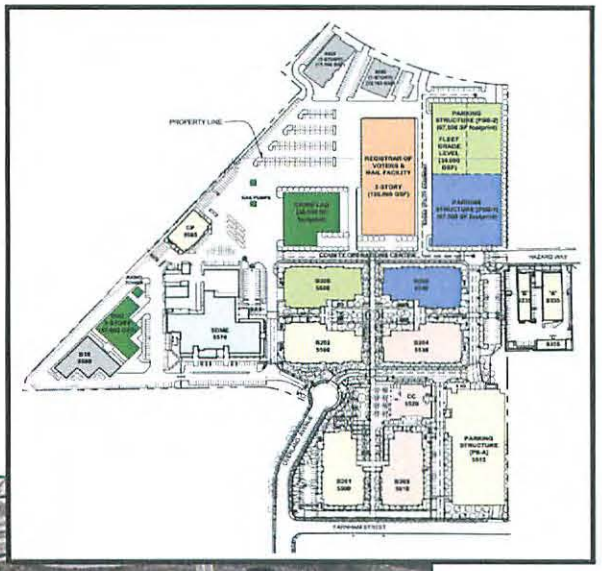
Attachment A

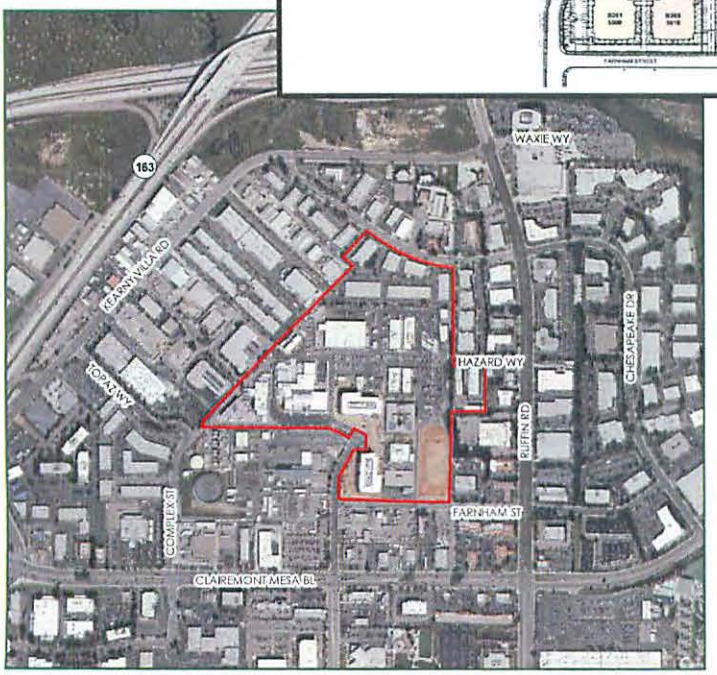
Attachment A

County Operations Center Development Plan - Chesapeake Property Expansion

Addendum to the Certified Final EIR

(SCH# 2007071142)





Prepared For:

County of San Diego
Department of General Services

Prepared By:

BRG Consulting, Inc.

October 2011

Addendum to the EIR for the County Operations Center (COC) Development Plan

State Clearinghouse (SCH) Number 2007071142

Lead Agency:

County of San Diego
Department of General Services
5560 Overland Avenue, Suite 410 (MS 0-368)
San Diego, CA 92123
Contact: Jeff Redlitz, Project Manager
(858) 694-8834
Dahvia Lynch, Project Manager
(858) 694-2047

Preparer:

Kathie Washington, Project Manager
BRG Consulting, Inc.
304 Ivy Street
San Diego, CA 92101
(619) 298-7127

October 2011

Addendum to the Certified Final EIR For the County Operations Center (COC) Development Plan

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List of Technical Appendices

(The following are contained on the CD, which is attached to the back of this Addendum.)

A. *Update to the Air Quality Study, County Operations Center Development Plan*
Prepared by Rincon Consultants, Inc.
September 2011

B. *Greenhouse Gas Study*
Prepared by Rincon Consultants, Inc.
September 2011

C. *Update to the Noise Study, County Operations Center Development Plan*
Prepared by Rincon Consultants, Inc.
September 2011

D *San Diego County Operations Center Traffic Impact Study*
Prepared by KOA Corporation
October 2011

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LIST OF ABBREVIATIONS AND ACRONYMS

Abbreviations

County	County of San Diego
City	City of San Diego
Resources Agency	California Resources Agency

Acronyms

AB	Assembly Bill
APE	Area of Potential Effect
ALUCP	Airport Land Use Compatibility Plan
ADT	Average Daily Trips
AIA	Airport Influence Area
ALUCP	Airport Land Use Compatibility Plan
APCD	Air Pollution Control District
APN	Assessor Parcel Number
APZ	Accident Potential Zone
ARB	Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BMPs	Best Management Practices
CAP	Climate Action Plan
CAT	Climate Action Team
CDE	Carbon Dioxide Equivalent
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
CH_4	Methane
CHRIS	California Historic Resources Inventory System
CO	Carbon monoxide
CO_2	Carbon dioxide
COC	County Operations Center
C&D	Construction and Demolition Materials
dB	Decibel
dBA	A-weighted decibel
DEH	Department of Environmental Health
EO	Executive Order
FTA	Federal Transit Administration
GHG	Greenhouse Gas(es)
GWP	Global Warming Potential
GSF	Gross square feet
HCFC	Hydrochlorofluorocarbons

HFC	Hydrofluorocarbons
HMD	Hazardous Materials Division
H_2S	Hydrogen Sulfide
IPCC	United Nations Intergovernmental Panel on Climate Change
KGSF	Kilo Gross Square Feet
Ldn	Day-Night Average Level
Leq	Equivalent Noise Level
LID	Low Impact Development
LOS	Level of Service
MCAS	Marine Corps Air Station
MPO	Metropolitan Planning Organizations
N_2O	Nitrous oxide
NO_2	Nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
PFC	Perfluorocarbons
PM_{10} and $PM_{2.5}$	Fine Particulate Matter (10- and 2.5-micron)
RAQS	Regional Air Quality Strategy
ROG	Reactive organic gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center
SCS	Sustainable Community Strategy
SDAPCD	San Diego Air Pollution Control District
SF_6	Sulfur hexafluoride
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO_2	Sulfur dioxide
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TNM	Traffic Noise Model
UNFCCC	United Nations Framework Convention on Climate Change
VOC	Volatile Organic Compound
VMT	Vehicle miles traveled
WPO	Watershed Protection Ordinance

1.0 PROJECT DESCRIPTION AND ENVIRONMENTAL SETTING

1.1 Project Description and Location

1.1.1 Project Background

The existing County Operations Center (COC) was built in 1964 and the current operations located on the COC site include government offices, emergency operations/medical uses, maintenance facilities, and warehouse space totaling approximately 425,000 gross square feet (gsf).

In March 2008, the County of San Diego certified the COC Development Plan Final EIR (SCH# 2007071142), to allow the reconstruction of the COC site. The COC Development Plan project as analyzed in that EIR included the demolition of the majority of the existing COC facilities (approximately 314,500 gsf) and replacing them with approximately 1,125,000 gsf of new COC office buildings, to include government offices, laboratories, a conference center, warehouse/storage, and a central plant within three phases of development (Figure 1-3). Additionally, two parking structures were proposed to be constructed, comprising approximately 571,000 gsf and 770,000 gsf respectively (Figure 1-3). The renovated COC facilities were estimated to accommodate approximately 4,598 employees, this would include employees from the existing COC facilities, COC Annex site, other leased office space, and a small number of employees from the County Administration Center (CAC). Table 1-1 provides detailed information on the demolition and uses for each phase of development of the COC Development Plan as analyzed in the previously certified Final EIR.

Since the Final EIR was certified in March 2008, the County has begun construction of the COC Development Plan project. All of Phase 1 of the project has either been constructed, or is currently under construction. Off-site roadway improvements identified in the previously certified Final EIR for Phases 1 and 2 of the project have been completed, with the exception of the improvements to Kearny Villa Road and SR-52, which is currently being constructed.

1.1.2 Proposed Project Description

The County is now proposing to expand the COC campus to the north to include approximately 7 acres and amend the phases of the previous COC Development Plan as approved under the certified Final EIR, and include new phasing. This project will not substantially change the existing functions and use of the COC site beyond those analyzed in the previously certified Final EIR.

The updated project would continue to involve three separate phases. Each phase of development is summarized below and illustrated in Figure 1-4. In addition, Table 1-3 compares the project analyzed in the previous Final EIR to the updated project analyzed within this Addendum. The updated project would result in approximately 307,000 gsf of additional building space and approximately 72,700 gsf of additional demolition compared to the original project.

Phase 1 consists of the following:

- Maintaining the six existing buildings at the Chesapeake site;
- Constructing 600,000 gsf of government office space;
- Constructing a 15,000 gsf conference center;
- Constructing a 20,000 gsf warehouse/storage space (12,000 was not built);
- Constructing a 10,000 gsf central plant; and,
- Building a 548,000 gsf above-grade parking structure.

Phase 2 consists of the following:

- Demolishing four of the existing buildings at the Chesapeake site totaling 72,700 gsf;
- Changing the use to government use office for the two remaining buildings at the Chesapeake site totaling 29,300 gsf;
- Vacating the existing fleet building;
- Constructing 300,000 gsf of office space;
- Constructing a 120,000 gsf registrar of voters and mail facility; and,
- Constructing a second approximately 980,000 gsf above-grade parking structure including 34,000 gsf of fleet maintenance area beneath.

Phase 3 consists of:

- Constructing a 120,000 gsf crime lab; and,
- Constructing a 60,000 gsf emergency operation center.

Consistent with the previously approved project, parking for the proposed project will be provided in two parking structures and surface lots on the COC site. As detailed in the updated Traffic Impact Study (KOA, 2011), Phase 1 will require 3,419 parking spaces, Phase 2 will require an additional 1,197 parking spaces, and Phase 3 will require an additional 661 parking spaces, for a total of 5,277. This calculation is a reduction in parking by 8 spaces, which was estimated at 5,285 parking spaces on site under the previously approved project. The construction of the proposed project would provide 5,327 parking spaces, which is adequate to address the parking needs of the project.

1.1.3 Project Location/Boundary

The proposed project is an increase in size from approximately 36 acres to 42 acres within three parcels (APNs 369-083-23, 369-210-12, and 369-210-13). The majority of the project site is comprised of the existing COC site (APN 369-083-23), which houses a variety of the County of San Diego's administrative, operations, maintenance, and public safety functions. Two additional parcels (APNs 369-210-12 and 369-210-13) have been added to the project site that currently contain six, single-story, office and light industrial buildings, along Chesapeake Drive.

The project site is within the Kearny Mesa community of the City of San Diego (Figures 1-1 and 1-2). The COC site is located north of Clairemont Mesa Boulevard, south of Chesapeake Drive, east of Kearny Villa Road, and west of Ruffin Road (Township 15 South, Range 2 West, La Jolla 7.5 Minute USGS Quadrangle,

San Bernardino Base and Meridian) (Figure 1-2). Access to the site is provided from Overland Avenue, Farnham Street, Hazard Way, and Topaz Way. A new access to the COC project site will be added off Chesapeake Drive with the expansion of the project area as analyzed in this Addendum to the previously certified Final EIR.

1.2 Environmental Setting

The setting of the project site is an urbanized area. There is considerable development in all of the surrounding areas. The surrounding setting and uses, existing setting and uses of the site, and project consistency with applicable regional and general plans are discussed herein.

The existing COC facility parcel (APN 369-083-23) is zoned Institutional, with a community plan land use designation of Institutional (City of San Diego, 1992). The added parcels along Chesapeake Drive (APNs 369-210-12 and 369-210-13) are designated as Industrial and Business Park. However, the proposed project is a County of San Diego project located within the City of San Diego. As a regional governmental agency, the County of San Diego can make independent land use entitlement decisions. Existing land uses within the project site include the following:

- Government Offices (i.e., general services, public works, office of emergency services, etc.);
- Warehouses/Maintenance Facilities;
- Office/Light Industrial; and,
- Surface parking lots.

Land uses surrounding the COC site include office and light industrial to the north; commercial and light industrial to the south; and, office and light industrial to the east and west. A San Diego Gas & Electric (SDG&E) substation is located immediately south of the COC, on the west side of Overland Avenue.

The primary use of the existing project site relates to housing the operations of various County administrative functions. In this regard, users of the project site include County elected officials, County employees and citizens requiring use of, or access to, County services. The use and occupation of the facility primarily occur during weekday business hours. In addition, some of the existing functions at the COC site that would continue with the proposed project include the handling and storage of hazardous materials and vector controls, and the use of laboratories.

The proposed project site is located on undocumented fill. The fill soils consist of low plasticity, sandy clays and clayey sands with abundant fine coarse gravels and small to large cobbles. These fills were likely developed from the native foundational soils on site (County of San Diego, 2006). The proposed project site does not contain any water or wetland areas, agricultural areas, archaeological/historical resources, housing, sensitive species, natural habitats, or wildlife corridor areas. The site is served by the City of San Diego's utilities system, including sewer and water; and the City of San Diego provides police and fire protection to the site.

1.3 Use of Addendum to the Previously Certified Final EIR

CEQA Guidelines Sections 15162 through 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when there is a previously certified EIR for the project. Section 15162(a) and 15163 state that when an EIR certified for a project, no Subsequent or Supplemental EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole public record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

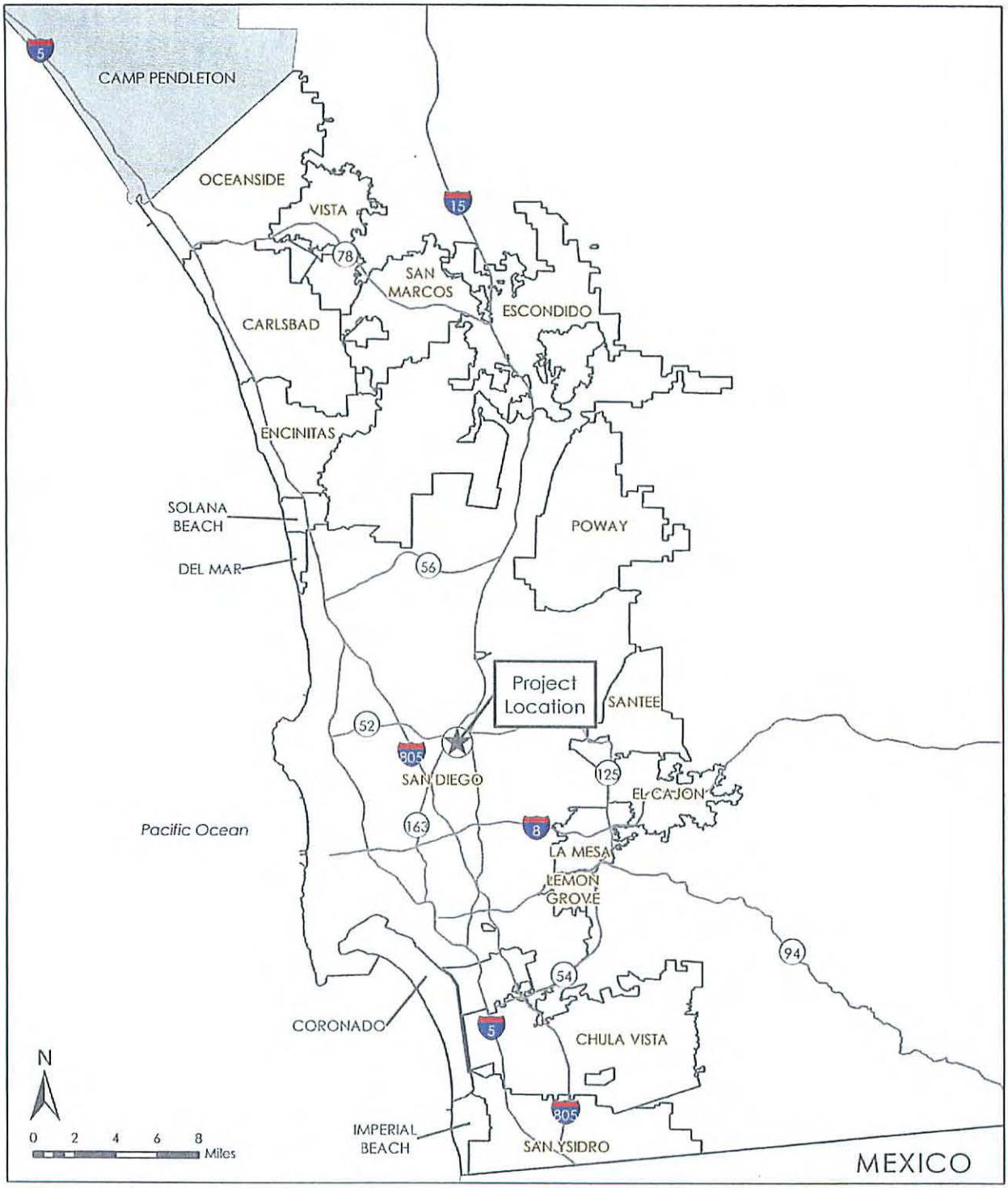
    a) The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration; or

    b) Significant effects previously examined will be substantially more severe than shown in the previously adopted Negative Declaration or previously certified EIR; or

    c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous Negative Declaration or EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines, Section 15164(a) states that an Addendum to a previously certified EIR may be prepared if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a Subsequent or Supplemental EIR have occurred. Based on review of the project description and the above criteria, no substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously certified EIR is adequate upon completion of an Addendum.



SOURCE: SanGIS, 2011; BRG Consulting, Inc., 2011 8/23/11

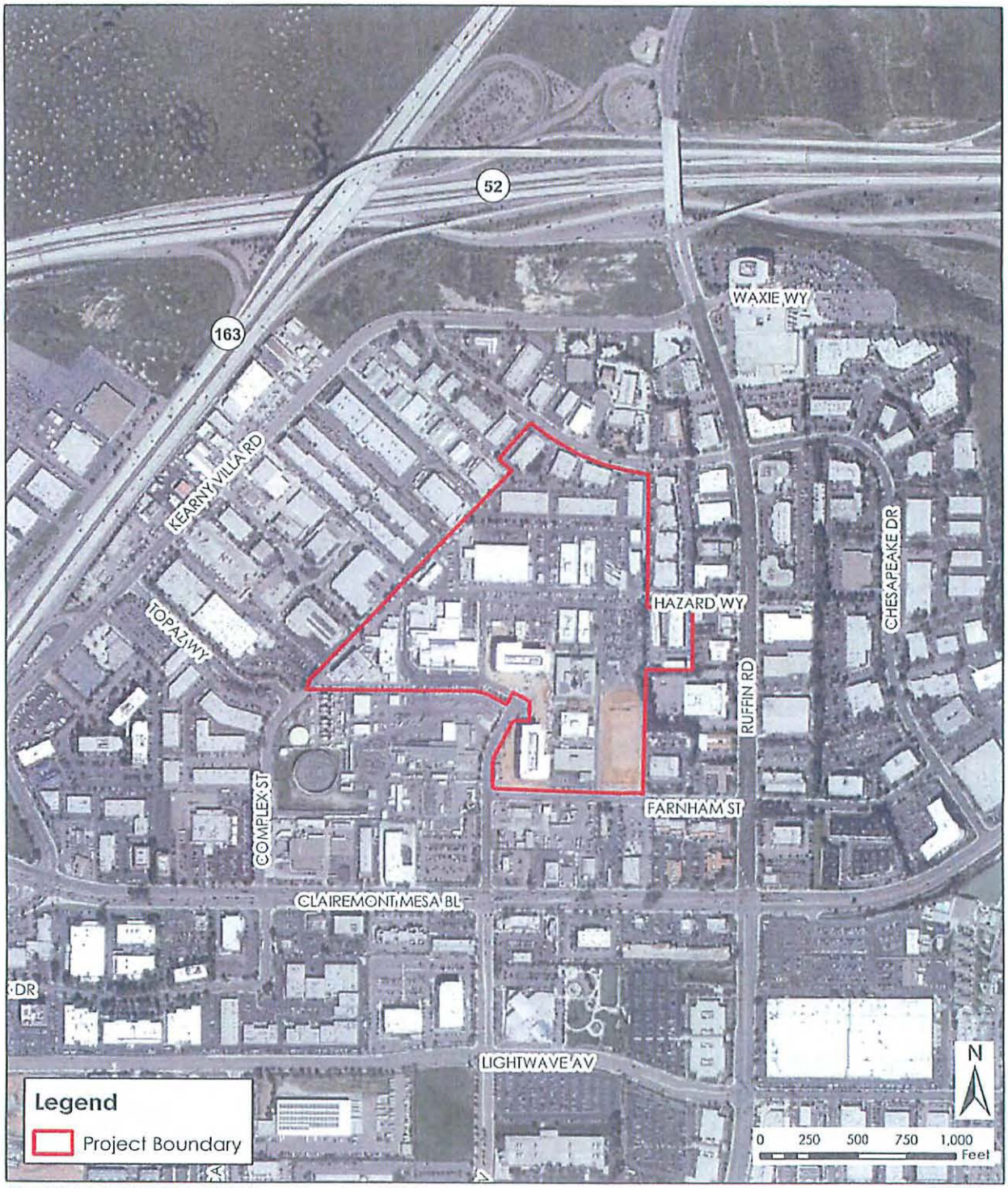
BRG CONSULTING, INC.

County Operations Center Development Plan - Chesapeake Property Expansion

Regional Location

FIGURE 1-1

Path: D:\Projects\1106 COC Addendum\Development Plan\Figure 1-1 Regional Location.mxd



SOURCE: SanGIS, 2011; BRG Consulting, Inc., 2011

8/23/11

BRG CONSULTING, INC.

County Operations Center Development Plan - Chesapeake Property Expansion

Project Location

FIGURE 1-2

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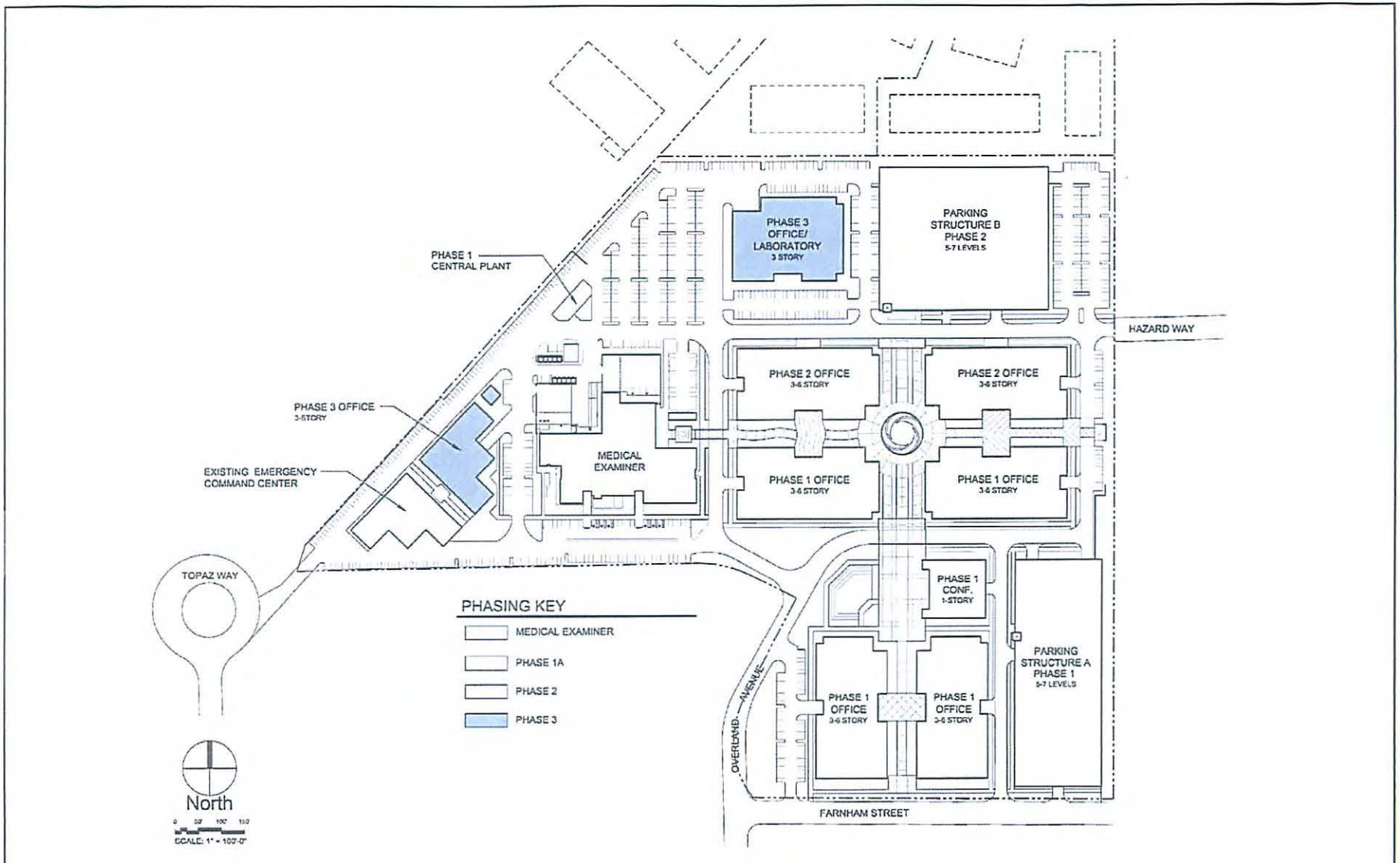


SOURCE: RJC Architechts, 2007

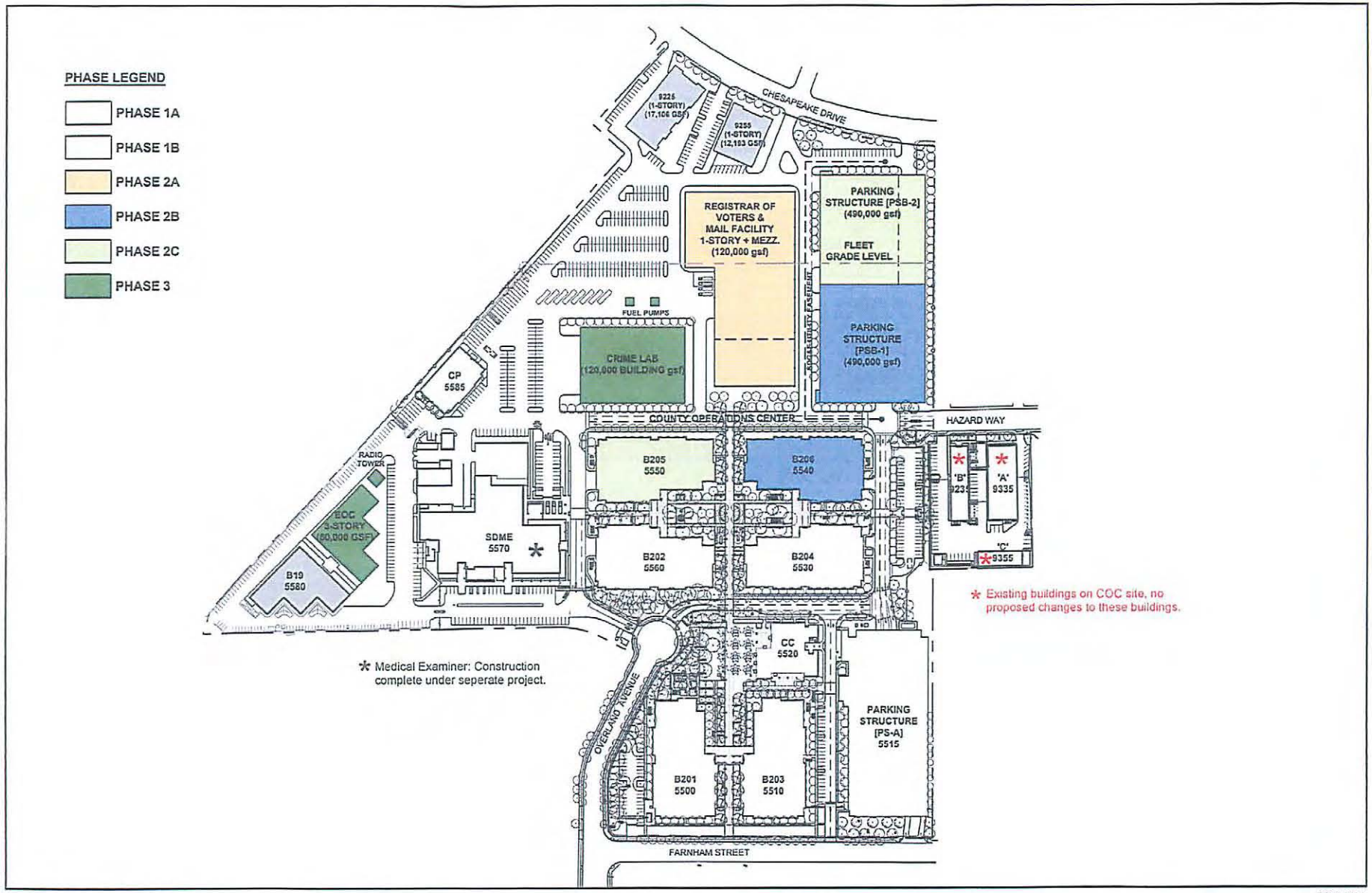
08/23/07

County Operations Center Development Plan - Chesapeake Property Expansion

Previous COC Development Plan

FIGURE
1-3

Path: D:\Projects\1106 COC Addendum\Development Plan\Figure 1-3 Previous Development Plan.mxd



SOURCE: RJC Architechts, 2007

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County Operations Center Development Plan - Chesapeake Property Expansion

Proposed Site Plan and Phasing of Development

FIGURE 1-4

Path: D:\Projects\1106 COC Addendum\Development Plan\Figure 1-4 Proposed Site Plan.mxd

TABLE 1-1
Previous Proposed Uses and Phasing of Development

Phase of Development	Existing Uses to be Demolished	Proposed Uses to be Constructed (approximate Gross Square Feet (gsf))
Phase 1		
	Office Building – 187,500 gsf	Office Buildings – 600,000 gsf
	Warehouse/Maintenance – 30,500 gsf	Conference Center – 15,000 gsf
	Existing Medical Examiner Building – 18,000 gsf	Warehouse/Storage – 20,000 gsf
	Fleet – 4,000 gsf	Central Plant – 10,000 gsf
	Subtotal for Phase 1: 240,000 gsf	**Subtotal for Phase 1 Office Development: 645,000 gsf**
		Parking Structure 'A' – 571,000 gsf
Phase 2		
	No building demolition	Office Building – 150,000 gsf
		Office Building – 150,000 gsf
		Subtotal for Phase 2 Office Development: 300,000 gsf
		Parking Structure 'B' – 770,000 gsf
Phase 3 (Buildout)		
	Fleet – 51,000 gsf	Office/Laboratory – 120,000 gsf
	Office Building – 23,500 gsf	Office Building – 60,000 gsf
	Subtotal for Phase 3: 74,500 gsf	**Subtotal for Phase 3 Office Development: 180,000 gsf**
	Total Demolition: 314,500 gsf	**Total Proposed Uses: 2,466,000 gsf**

Source: County of San Diego Department of General Services and BRG Consulting, Inc., 2008.

TABLE 1-2
Summary of Updated Project vs. Project Analyzed in Previous Final EIR

Phase of Development	Project Analyzed in Previous Final EIR	Updated Project	Net change (gsf)
Phase 1			
	Office Buildings – 600,000 gsf	Office Buildings – 600,000 gsf	--
	Conference Center – 15,000 gsf	Conference Center – 15,000 gsf	--
	Warehouse/Storage – 20,000 gsf	Warehouse/Storage – 20,000 gsf	--
	Central Plant – 10,000 gsf	Central Plant – 10,000 gsf	--
	Parking Structure 'A' – 571,000 gsf	Parking Structure 'A' – 548,000 gsf	(23,000)
	Phase 1 Demolition: 240,000 gsf	Phase 1 Demolition: 240,000 gsf	--
Phase 2			
	Office Building – 150,000 gsf	Office Building – 150,000 gsf	
	Office Building – 150,000 gsf	Office Building – 150,000 gsf	
	Parking Structure 'B' – 770,000 gsf	Parking Structure 'B' – 980,000 gsf	+210,000
	--	Registrar of Voters – 120,000 gsf	+120,000
	Phase 2 Demolition: none	Phase 2 Demolition: 72,700 gsf	+72,700
Phase 3			
	Office/Laboratory – 120,000 gsf	Office/Laboratory – 120,000 gsf	--
	Office Building – 60,000 gsf	Office Building – 60,000 gsf	--
	Phase 3 Demolition: 74,500 gsf	Phase 3 Demolition: 74,500 gsf	--
Total Buildout			
	Total Proposed Uses: 2,466,000 gsf	**Total Proposed Uses: 2,773,000 gsf**	**+307,000**
	Total Demolition: 314,500 gsf	**Total Demolition: 387,200 gsf**	**+72,700**

Source: County of San Diego Department of General Services and BRG Consulting, Inc., 2011.

2.0 Introduction

As provided in Chapter 1.0, the preparation of an Addendum to the previously certified Final EIR for the COC Development Plan is the appropriate documentation under CEQA Guidelines (Section 15162 – 15164). The following section contains detailed analysis of the proposed project as it compares to the project analyzed in the previously certified Final EIR for the following environmental issues, Transportation/Circulation and Air Quality, both of which had significant and unmitigable impacts.

Additionally, since the previous EIR was certified, the State CEQA Guidelines were amended (March, 2010) to require that the potential environmental effects of greenhouse gas (GHG) emissions be addressed in CEQA documents. However, it should be noted that no new environmental effects associated with GHG emissions or compliance with applicable plans, policies or regulations have been identified. Chapter 2.3 provides a detailed analysis and summary of the project lack of environmental effects associated with GHG emissions related to the proposed project.

2.1 Transportation/Circulation

The following compares the findings of the *San Diego County Operations Center Traffic Impact Study* (KOA Corporation, October 2011) with the analysis, impacts and mitigation contained with the previously certified Final EIR for the COC Development Plan and associated technical study, *San Diego County Operations Center Traffic Impact Study* (KOA Corporation, July 2007). The updated traffic study is provided as Appendix D on the attached CD of Technical Appendices found on the back cover of this Addendum.

2.1.1 Summary of Previous Analysis

The analysis contained within the previously certified Final EIR was prepared in accordance with the *City of San Diego Traffic Impact Study Manual (1998)* and the *City of San Diego California Environmental Quality Act Significance Determination Thresholds (2007)*, and analyzed both the Existing traffic volumes, and Near-term Conditions. The study area for the original project included those locations that were expected to be affected by the project.

Study Area Roadways

- State Route 52
- State Route 163
- Interstate 15
- Chesapeake Drive
- Topaz Way
- Hazard Way
- Farnham Street
- Clairemont Mesa Boulevard
- Complex Drive
- Lightwave Avenue
- Balboa Avenue
- Sky Park Court
- Aero Drive
- Granite Ridge Drive
- Convoy Street
- Mercury Street
- Kearny Mesa Road
- Kearny Villa Road
- Overland Avenue
- Ruffin Road
- Spectrum Center Boulevard
- Tech Way
- Antigua Boulevard
- Santo Road
- Daly Center Drive
- Murphy Canyon Road
- Viewridge Avenue
- SR-163 at Clairemont Mesa Boulevard Interchange

The Traffic Impact Study included analysis of the COC Development Plan potential impacts to 36 roadway segments and 46 intersections, which were expected to be affected by the project based on the estimated project trip generation and distribution. Additionally, the Traffic Study included analysis of 13 freeway ramp meters and 12 freeway mainline segments within the project study area.

The COC Development Plan as analyzed in the previously certified Final EIR, was proposed to be developed in three phases with specific trip generation calculated for each phase of the project. As shown in the previously certified Final EIR, Phase 1 of the project was expected to generate 12,551 daily net trips; Phase 2 was expected to generate an additional 9,000 daily net trips, for a total of 21,551 daily net trips for the project (Phase 1 trips + Phase 2 trips); and Phase 3 was expected to generate an additional 3,704 daily net trips. The daily net trips for the fully developed project (Phases 1 through 3) were expected to be 25,255.

2.1.2 Comparison of Proposed Expansion to Previously Analyzed Project

The study area for the proposed project is generally the same as the one identified for the original project under the previously certified Final EIR for the COC Development Plan. The trip generation prepared for the proposed project shows a change within each phase from the trip generation detailed above. Specifically, Phase 1 is now expected to generate 12,501 daily net trips (decrease of 50 ADT); Phase 2 is expected to generate 9,220 daily net trips (increase of 220 ADT), for a total of 21,721 daily net trips for the project (Phase 1 trips + Phase 2 trips); and Phase 3 is expected to generate 2,040 daily net trips (decrease of 1,664 ADT). The daily net trips for the fully developed project (Phases 1 through 3) under this proposed project are expected to be 23,761, a reduction of 1,494 ADT from the original project analyzed within the previously certified Final EIR. Table 2.1-1 provides the detailed trip generation for the proposed project.

Similar to the original project analyzed in the previously certified Final EIR, the proposed project would take access off Overland Avenue, Hazard Way, Farnham Street, and limited access for emergency personnel off Topaz Way. The addition of access off of Chesapeake Drive is resultant of the proposed project extending the limits of the COC Development Plan northward to abut Chesapeake Drive.

Phase 1

Phase 1 conditions represent the first day of operation of the proposed project at completion of Phase I. Under the proposed project, Phase 1 will maintain the six existing buildings located along Chesapeake Drive, approximately 600,000 gross square feet (gsf) of building (office) space, 15,000 gsf conference center, 20,000 gsf warehouse/storage space, and an above-ground parking structure would be constructed. Phase 1 is expected to generate 12,501 ADT. When Phase 1 project traffic is added to the near-term base volumes, the "with project" scenario is established.

The previously certified Final EIR showed significant impacts at three Roadway Segments, including Kearny Villa Road between SR-52 EB Off-Ramp and Ruffin Road, Kearny Villa Road between Chesapeake Drive and Topaz Way, and Overland Avenue between Farnham Street and Clairemont Mesa Boulevard; four intersections during AM Peak hour, including Kearny Villa Road at SR-163 NB Off-Ramp, Kearny Villa Road at

SR-52 EB Ramps, Ruffin Road at Hazard Way, and Ruffin Road at Farnham Street; and seven intersection during the PM Peak hour, including Kearny Villa Road at Clairemont Mesa Boulevard, Ruffin Road at Hazard Way, Ruffin Road at Farnham Street, Clairemont Mesa Boulevard at Overland Drive, Clairemont Mesa Boulevard at Murphy Canyon Road, Clairemont Mesa Boulevard at I-15 SB Ramps, and Balboa Avenue at Mercury Street. Additionally, impacts to three freeway ramps were identified in the previously certified Final EIR, which included Kearny Villa to SR-163 NB (north of SR-52), Clairemont Mesa Boulevard to I-15 SB, and Clairemont Mesa Boulevard to I-15 NB. No Freeway Mainline segments or Arterials were identified to have impacts.

Under the proposed project, the only impact to a Roadway Segment is associated with Overland Avenue between Farnham Street and Clairemont Mesa Boulevard, which was identified as an impact in the previously certified Final EIR. Two previously identified AM Peak Hour intersections, Ruffin Road at Hazard Way and Ruffin Road at Farnham Street, were identified as significant for the proposed project. The same seven intersections at PM Peak Hour were identified as significant for the proposed project. No additional Roadway Segments or Intersections were noted as significant under the updated analysis. With respect to the freeway ramps, the proposed project would result in a significant impact to the same three ramps, as well as a significant impact to Clairemont Mesa Boulevard WB to SR-163 SB. No Freeway Mainline segments or Arterials were identified to have impacts. Table 2.1-1 has been included to provide a comparative summary of the proposed project impacts to those identified in the previously certified Final EIR. Copies of the Phase 1 data tables are included as Tables 4-2 through 4-7 of the updated project Traffic Impact Study (KOA, 2011), which is included as Appendix D to this Addendum.

Phase I Impacts

As identified in Table 2.1-1, with the addition of Phase 1 project traffic (12,501 net daily trips), all of the roadway segments are calculated to operate at a LOS D or better, and do not exceed the significance thresholds adopted by the City of San Diego, except the following roadway segment:

- **Impact T1:** Overland Avenue between Farnham Street and Clairemont Mesa Boulevard. Without the project this segment will operate at a LOS D and with the addition of the Phase 1 trips this segment will operate at a LOS F.

The Traffic Impact Study analyzed 46 intersections within the project study area, which are expected to be affected by the addition of the proposed project traffic. As identified in Tables 2.1-1, all of the 46 intersections are calculated to operate at a LOS D or better in the near-term condition during either the AM or PM Peak hour, except for the following nine intersections:

- **Impact T2:** Kearny Villa Road at Clairemont Mesa Boulevard. Without the project this intersection will operate at a LOS C during the AM Peak Hour and a LOS F during the PM Peak Hour. With the addition of the Phase 1 trips, this intersection will continue to operate at a LOS C in the AM Peak Hour but will operate at a LOS F in the PM Peak Hour. Therefore, this is only a significant impact at the PM Peak Hour.
- **Impact T3:** Ruffin Road at Hazard Way. Without the project this intersection will operate at a LOS E during both the AM and PM Peak Hour. With the addition of the Phase 1 trips, this intersection will

operate at a LOS F during the AM and PM Peak Hour. Therefore, this is a significant impact at both the AM and PM Peak Hours.

- **Impact T4:** Ruffin Road at Farnham Street. Without the project this intersection will operate at a LOS E during the AM Peak Hour and a LOS F during the PM Peak Hour. With the addition of the Phase 1 trips, this intersection will operate at a LOS F during the AM Peak Hour and will continue to operate at a LOS F during the PM Peak Hour. Therefore, this is a significant impact at both the AM and PM Peak Hours.
- **Impact T5:** Clairemont Mesa Boulevard at Overland Avenue. Without the project this intersection will operate at a LOS C during both the AM and PM Peak Hour. With the addition of the Phase 1 trips, this intersection will continue to operate at a LOS C during the AM Peak Hour but will operate at a LOS E during the PM Peak Hour. Therefore, this is only a significant impact at the PM Peak Hour.
- **Impact T6:** Clairemont Mesa Boulevard at Murphy Canyon Road. Without the project this intersection will operate at a LOS B during the AM Peak Hour and a LOS E during the PM Peak Hour. With the addition of the Phase 1 trips, this intersection will continue to operate at a LOS B during the AM Peak Hour but will operate at a LOS F during the PM Peak Hour. Therefore, this is only a significant impact at the PM Peak Hour.
- **Impact T7:** Clairemont Mesa Boulevard at I-15 Southbound (SB) Ramps. Without the project this intersection will operate at a LOS C during the AM Peak Hour and a LOS D during the PM Peak Hour. With the addition of the Phase 1 trips, this intersection will continue to operate at a LOS C during the AM Peak Hour but will operate at a LOS E during the PM Peak Hour. Therefore, this is only a significant impact at the PM Peak Hour.
- **Impact T8:** Balboa Avenue at Mercury Street. Without the project this intersection will operate at a LOS E during the AM Peak Hour and at a LOS F during the PM Peak Hour. With the addition of the Phase 1 trips, this intersection will continue to operate at a LOS E during the AM Peak Hour and will continue to operate at a LOS F during the PM Peak Hour. Therefore, this is only a significant impact at the PM Peak Hour.

The Traffic Impact Study analyzed 13 ramp meters within the project study area, which are expected to be affected with the addition of the proposed project traffic. As identified in Table 2.1-1, with the addition of Phase 1 project traffic, all of the 13 ramp meters are calculated to meet the allowed delay increase identified by the thresholds of significance adopted by the City of San Diego, except for the following four ramp meters:

- **Impact T9:** Clairemont Mesa Boulevard EB to I-15 SB. With the addition of the Phase 1 trips, this ramp meter will have a change in delay of 10.2 minutes, which is considered to be significant.
- **Impact T10:** Kearny Villa Road to SR-163 NB (North of SR-52). With the addition of the Phase 1 trips, this ramp meter will have a change in delay of 4.4 minutes, which is considered to be significant.

- **Impact T11:** Clairemont Mesa Boulevard EB to I-15 NB. With the addition of the Phase 1 trips, this ramp meter will have a change in delay of 3.4 minutes, which is considered to be significant.
- **Impact T12:** Clairemont Mesa Boulevard Westbound (WB) to SR-163 SB. With the addition of the Phases 1 trips, this ramp meter will have a change in delay of 8.2 minutes, which is considered to be significant.

It should be noted that while Impact T12 above, Clairemont Mesa Boulevard Westbound (WB) to SR-163 SB, was not previously identified for Phase 1, it was previously identified for Phase 2, Phase 3, and Cumulative (Horizon Year), and mitigation was identified and required for the proposed project. Therefore, the occurrence of this impact in the earlier phase is not considered a new significant impact. Furthermore, the mitigation measure, identified in the previously certified Final EIR, has been required to be completed prior to completion of Phase 1 to ensure that a substantially more severe impact than previously identified does not occur.

Summary of Phase 1

In conclusion, as related to Phase 1, the proposed project will result in generally the same, and somewhat fewer impacts relative to segments and intersections, as those previously identified in the certified Final EIR for the COC Development Plan. While a new significant impact to the freeway ramp at Clairemont Mesa Boulevard WB to SR-163 SB was identified for Phase 2, the impact would not be considered a new or substantially greater impact than what was analyzed in the previously certified Final EIR.

Phase 2

Phase 2 will include the removal of the four of the existing buildings along Chesapeake Drive, totaling 72,700 gsf and change the use of the two remaining buildings (approximately 29,300 gsf) from light industrial/office to government office. The existing fleet building will be vacated, and this space will be used for general onsite storage. Approximately 300,000 gsf of government office space and a 120,000 gsf building to house the Registrar of Voters and County mail operations, of which 95,000 gsf is a warehouse/storage space and 25,000 gsf government office space. The second onsite above-grade parking structure proposed to be approximately 980,000 gsf, will contain fleet storage on the ground level and employee and visitor parking on the remaining levels. Phase 2 is expected to generate an additional 9,220 ADT (net), for a total of 21,721 ADT (net) for both Phase 1 and Phase 2. Phase 1 and Phase 2 project traffic has been added to the near-term base volumes to create the "with project" scenario.

The previously certified Final EIR showed significant impacts at five Roadway Segments, including Kearny Villa Road between SR-52 EB Off-Ramp and Ruffin Road, Kearny Villa Road between Chesapeake Drive and Topaz Way, Overland Avenue between Farnham Street and Clairemont Mesa Boulevard, Farnham Street between Overland Avenue and Ruffin Road, and Hazard Way west of Ruffin Road. Four intersections during AM Peak hour were identified as significant impacts, including Kearny Villa Road at SR-163 NB Off-Ramp, Kearny Villa Road at SR-52 EB Ramps, Ruffin Road at Hazard Way, and Ruffin Road at Farnham Street; and eight intersections during the PM Peak hour, including Kearny Villa Road at Clairemont Mesa Boulevard, Ruffin Road at Hazard Way, Ruffin Road at Farnham Street, Clairemont Mesa Boulevard at Overland Drive, Clairemont Mesa Boulevard at Murphy Canyon Road, Clairemont Mesa Boulevard at I-15

SB Ramps, Balboa Avenue at Mercury Street, and Farnham Street at Overland Avenue. Significant impacts to four freeway ramps were identified in the previously certified Final EIR, which included Kearny Villa to SR-163 NB (north of SR-52), Clairemont Mesa Boulevard to I-15 SB, Clairemont Mesa Boulevard WB to SR-163 SB and Clairemont Mesa Boulevard to I-15 NB. No Freeway Mainline segments or Arterials were identified to have impacts.

Under the proposed project, significant impacts to three of the five Roadway Segments were identified and include Overland Avenue between Farnham Street and Clairemont Mesa Boulevard, Farnham Street between Overland Avenue and Ruffin Road, and Hazard Way west of Ruffin Road. Three previously identified AM Peak Hour intersections, Kearny Villa Road at SR-163 NB Off-Ramp, Ruffin Road at Hazard Way and Ruffin Road at Farnham Street, were identified as significant for the proposed project. The same eight intersections at PM Peak Hour were identified as significant for the proposed project. No additional Roadway Segments or Intersections were noted as significant under the updated analysis. With respect to the freeway ramps, the proposed project would result in a significant impact to the same four ramps. No Freeway Mainline segments or Arterials were identified to have impacts. Table 2.1-1 has been included to provide a comparative summary of the proposed project impacts to those identified in the previously certified Final EIR. Copies of the Phase 2 data tables are included as Tables 5-1 through 5-6 of the updated project Traffic Impact Study (KOA, 2011), which is included as Appendix D to this Addendum.

Phase 2 Impacts

In addition to Impact T1 through T12 identified above for Phase 1, the following impacts occur upon construction and operation of Phase 2:

Street Segments:

- **Impact T13:** Farnham Street between Overland Avenue and Ruffin Road. Without the project this segment will operate at a LOS B and with the addition of the Phases 1 and 2 trips, this segment will operate at a LOS F.
- **Impact T14:** Hazard Way west of Ruffin Road. Without the project this segment will operate at a LOS A and with the addition of the Phases 1 and 2 trips, this segment will operate at a LOS F.

Intersections:

- **Impact T15:** Kearny Villa Road at SR-163 NB Off Ramp. Without the project this intersection will operate at a LOS D during the AM Peak Hour and at a LOS B during the PM Peak Hour. With the addition of the Phases 1 and 2 trips, this intersection will operate at a LOS F during the AM Peak Hour but will continue to operate at a LOS C during the PM Peak Hour. Therefore, this is only a significant impact at the AM Peak Hour.
- **Impact T16:** Farnham Street at Overland Avenue. Without the project this intersection will operate at a LOS B during both the AM and PM Peak hour. With the addition of the Phases 1 and 2 trips, this intersection will operate at a LOS C during the AM Peak Hour and a LOS F during the PM Peak Hour. Therefore, this is only a significant impact at the PM Peak Hour.

Summary of Phase 2

In conclusion, as related to Phase 2, the proposed project will result in fewer impacts as those previously identified in the certified Final EIR for the COC Development Plan. No new or substantially greater impacts than what was analyzed in the previously certified Final EIR were identified for the proposed project.

Phase 3

Phase 3 is the buildout of the proposed project, and includes the construction of an approximately 120,000 gsf Crime Lab and 60,000 gsf Emergency Operations Center. Phase 3 (buildout) is expected to generate an additional 2,040 ADT (net), for a total of 23,761 ADT (net) for the entire project (Phase 1, 2, and 3). Traffic generated from all three phases has been added to the near-term base volumes to create the "with project" scenario.

The previously certified Final EIR showed significant impacts at five Roadway Segments, including Kearny Villa Road between SR-52 EB Off-Ramp and Ruffin Road, Kearny Villa Road between Chesapeake Drive and Topaz Way, Overland Avenue between Farnham Street and Clairemont Mesa Boulevard, Farnham Street between Overland Avenue and Ruffin Road, and Hazard Way west of Ruffin Road. Six intersections during AM Peak hour were identified as significant impacts, including Kearny Villa Road at SR-163 NB Off-Ramp, Kearny Villa at SB SR-163 SB Ramps, Kearny Villa at SR-52 EB Ramps, Ruffin Road at Hazard Way, Ruffin Road at Farnham Street, and Farnham Street at Overland Avenue. For buildout of the project, twelve intersections during the PM Peak hour, including Kearny Villa Road at Clairemont Mesa Boulevard, Kearny Villa at SB SR-163 SB Ramps, Kearny Villa at SR-52 EB Ramps, Ruffin Road at Hazard Way, Ruffin Road at Farnham Street, Ruffin Road at Clairemont Mesa Boulevard, Clairemont Mesa Boulevard at Overland Drive, Clairemont Mesa Boulevard at Murphy Canyon Road, Clairemont Mesa Boulevard at I-15 SB Ramps, Balboa Avenue at Mercury Street, Farnham Street at Overland Avenue, and Farnham Street at the COC Driveway, were calculated to result in a significant impact. Significant impacts to four freeway ramps were identified in the previously certified Final EIR, which included Kearny Villa to SR-163 NB (north of SR-52), Clairemont Mesa Boulevard to I-15 SB, Clairemont Mesa Boulevard WB to SR-163 SB and Clairemont Mesa Boulevard to I-15 NB. No Freeway Mainline segments or Arterials were identified to have impacts.

Under the proposed project, significant impacts to three of the five Roadway Segments were identified and include Overland Avenue between Farnham Street and Clairemont Mesa Boulevard, Farnham Street between Overland Avenue and Ruffin Road, and Hazard Way west of Ruffin Road. Four previously identified AM Peak Hour intersections, Kearny Villa Road at SR-163 NB Off-Ramp, Kearny Villa at SR-52 EB Ramps, Ruffin Road at Hazard Way and Ruffin Road at Farnham Street, were identified as significant for the proposed project. Eleven of the twelve intersections at PM Peak Hour were identified as significant for the proposed project at buildout, with the one exception being Farnham Street at the COC Driveway, which is calculated to continue to operate at a LOS C. No additional Roadway Segments or Intersections were noted as significant under the updated analysis. With respect to the freeway ramps, the proposed project would result in a significant impact to the same four ramps. No Freeway Mainline segments or Arterials were identified to have impacts. Table 2.1-1 has been included to provide a comparative summary of the proposed project impacts to those identified in the previously certified Final EIR. Copies of the Phase 3

(buildout) data tables are included as Tables 6-1 through 6-6 of the updated project Traffic Impact Study (KOA, 2011), which is included as Appendix D to this Addendum.

Phase 3 Impacts

In addition to Impact T1 through T12 identified above for Phase 1, and T13 through T16 for Phase 2, the following impacts occur upon construction and operation of Phase 3 (buildout):

Intersections:

- **Impact T17:** Kearny Villa Road at SB SR-163 SB Ramps. Without the project this intersection will operate at a LOS C during the AM Peak Hour and LOS E in the PM Peak Hour. With the addition of the Phases 1, 2, and 3 trips, this intersection will operate at a LOS D during the AM Peak Hour and a LOS E during the PM Peak Hour. Therefore, this is only a significant impact at the PM Peak Hour.
- **Impact T18:** Kearny Villa Road at SR-52 EB Ramps. Without the project this intersection will operate at a LOS C during the AM Peak Hour and LOS E in the PM Peak Hour. With the addition of the Phases 1, 2, and 3 trips, this intersection will operate at a LOS D during the AM Peak Hour and a LOS E during the PM Peak Hour. Therefore, this is a significant impact at both the AM and PM Peak Hours.
- **Impact T19:** Ruffin Road at Clairemont Mesa Boulevard. Without the project this intersection will operate at a LOS C during both the AM and PM Peak Hour. With the addition of the Phases 1, 2, and 3 trips, this intersection will operate at a LOS D during the AM Peak Hour and a LOS E during the PM Peak Hour. Therefore, this is only a significant impact at the PM Peak Hour.

Summary of Phase 3

In conclusion, as related to Phase 3 (buildout), the proposed project will result in fewer impacts as those previously identified in the certified Final EIR for the COC Development Plan. No new or substantially greater impacts than what was analyzed in the previously certified Final EIR were identified for the proposed project.

Cumulative (Horizon Year)

The following describes the results and impacts to the project's study area circulation network when adding the proposed project traffic (23,761 ADT net) to the projected cumulative traffic conditions. Currently, several roadway segments and intersections located within the study area of the proposed project are not operating within an acceptable LOS (LOS D or better). This condition is attributable to local and regional cumulative traffic. The updated Traffic Impact Study (KOA, 2011) included analysis of the cumulative traffic impacts under the Horizon Year conditions, which is based upon transportation conditions anticipated in the Year 2030. A growth rate of 10.0 percent based on the SANDAG Series 11 traffic forecast model was applied to roadway arterials and specific project traffic from cumulative projects was added. Then the proposed project's traffic was added to the cumulative traffic conditions to determine the cumulative impacts of the project.

The previously certified Final EIR showed significant cumulative impacts at five Roadway Segments, including Kearny Villa Road between SR-52 EB Off-Ramp and Ruffin Road, Kearny Villa Road between Chesapeake Drive and Topaz Way, Overland Avenue between Farnham Street and Clairemont Mesa Boulevard, Farnham Street between Overland Avenue and Ruffin Road, and Hazard Way west of Ruffin Road. Eight intersections during AM Peak hour were identified as significant cumulative impacts, including Kearny Villa Road at SR-163 NB Off-Ramp, Kearny Villa at SB SR-163 SB Ramps, Kearny Villa at SR-52 EB Ramps, Ruffin Road at Hazard Way, Ruffin Road at Farnham Street, Farnham Street at Overland Avenue, Clairemont Mesa Boulevard at I-15 SB Ramps, and Balboa Avenue at I-15 SB Ramps. Thirteen intersections during the PM Peak hour were calculated to result in a significant cumulative impact, including Kearny Villa Road at Clairemont Mesa Boulevard, Kearny Villa at SB SR-163 SB Ramps, Kearny Villa at SR-52 EB Ramps, Ruffin Road at Hazard Way, Ruffin Road at Farnham Street, Ruffin Road at Clairemont Mesa Boulevard, Ruffin Road at Aero Drive, Clairemont Mesa Boulevard at Overland Drive, Clairemont Mesa Boulevard at Murphy Canyon Road, Clairemont Mesa Boulevard at I-15 SB Ramps, Balboa Avenue at Mercury Street, Farnham Street at Overland Avenue, and Farnham Street at the COC Driveway. Significant cumulative impacts to four freeway ramps were identified in the previously certified Final EIR, which included Kearny Villa to SR-163 NB (north of SR-52), Clairemont Mesa Boulevard to I-15 SB, Clairemont Mesa Boulevard WB to SR-163 SB and Clairemont Mesa Boulevard to I-15 NB. While no Freeway Mainline segments were identified to have significant cumulative impacts, the Arterial – Balboa Avenue-EB from Ruffin Road to I-15 SB Ramps was calculated to result in a significant cumulative impact.

Under the proposed project, significant cumulative impacts to three of the five Roadway Segments were identified and include Overland Avenue between Farnham Street and Clairemont Mesa Boulevard, Farnham Street between Overland Avenue and Ruffin Road, and Hazard Way west of Ruffin Road. Four previously identified AM Peak Hour intersections, Kearny Villa Road at SR-163 NB Off-Ramp, Kearny Villa at SR-52 EB Ramps, Ruffin Road at Hazard Way and Ruffin Road at Farnham Street, were identified as significant for the proposed project. Eleven of the thirteen intersections at PM Peak Hour were identified as significant for the proposed project at buildout, with the two exceptions being Ruffin Road at Aero Drive and Farnham Street at the COC Driveway, which are calculated to continue to operate at a LOS D and C, respectively. No additional Roadway Segments or Intersections were noted as significant under the updated analysis. With respect to the freeway ramps, the proposed project would result in a significant cumulative impact to the same four ramps. Consistent with the previously approved project, no Freeway Mainline segments were identified to have impacts. The significant cumulative impact identified above, associated with the Arterial – Balboa Avenue-EB from Ruffin Road to I-15 SB Ramps, was not calculated to occur as a result of the proposed project. Table 2.1-1 has been included to provide a comparative summary of the proposed project impacts to those identified in the previously certified Final EIR. Copies of the Cumulative (Horizon Year) data tables are included at Tables 7-1 through 7-6 of the updated project Traffic Impact Study (KOA, 2011), which is included as Appendix D to this Addendum.

Cumulative Impacts

In addition to Impacts T1 through T12 identified above for Phase 1, and T13 through T16 for Phase 2, and T17 through T19, the following cumulative impact occurs as a result of the proposed project:

Arterial:

- **Impact T20:** Balboa Avenue – EB from Ruffin Road to I-15 SB Ramps. Under the cumulative condition, a significant cumulative impact to this arterial will occur.

Summary of Cumulative (Horizon Year)

In conclusion, as related to cumulative traffic, the proposed project will result in fewer impacts as those previously identified in the certified Final EIR for the COC Development Plan. No new or substantially greater impacts than what was analyzed in the previously certified Final EIR were identified for the proposed project.

Parking

Consistent with the previously approved project, parking for the proposed project will be provided in two parking structures and surface lots on the COC site. As detailed in the updated Traffic Impact Study (KOA, 2011), Phase 1 will require 3,419 parking spaces, Phase 2 will require an additional 1,197 parking spaces, and Phase 3 will required an additional 661 parking spaces, for a total of 5,277. This calculation is a reduction in parking by 8 spaces, which was estimated at 5,285 parking spaces on site under the previously approved project. The construction of the proposed project would provide 5,327 parking spaces, which is adequate to address the parking needs of the project. Therefore, the proposed project will not impact the existing and off-site parking demands, and no new impacts associated with parking are identified.

Transit

As detailed in the previously certified Final EIR, a transit center that serves the Kearny Mesa community is located on the southeast corner of Clairemont Mesa Boulevard/Complex Drive, approximately 0.5 mile from the project site (a ten-minute walk). Sidewalks and controlled pedestrian crosswalks are available along the routes from the project site to the transit center. The proposed project will not impact or alter transit facilities. Therefore, no impact is identified for this issue area as a result of the proposed project.

Bicycle Facilities/Routes

The proposed project will not change or impact any of the existing bicycle facilities in the vicinity of the proposed project. As detailed in the previously certified Final EIR, all project roadway improvements (including proposed traffic mitigation) will accommodate the same Class of bike facility that exists currently. Therefore, no new impact as a result in the changes to the proposed project is identified for this issue area.

2.1.3 Mitigation Measures

The following transportation/circulation mitigation measures are derived from the previously certified Final EIR for the COC Development Plan and are equally applicable to reduce significant transportation/circulation impacts associated with the proposed project. As discussed in Section 1.0, the off-site roadway improvements identified in the previously certified Final EIR for Phases 1 and 2 of the project have been completed, with the exception of the improvements to Kearny Villa Road and SR-52, which is currently being constructed. No new mitigation measures are required for the proposed project as

no new or substantially greater impacts than what was analyzed in the previously certified Final EIR were identified for the proposed project.

Phase 1 Mitigation

The following describes the mitigation measures that will need to be implemented to reduce significant transportation/circulation impacts, associated with the Phase 1 development, to below a level of significance.

Roadway Segments:

Impact T1: Overland Avenue between Farnham Street and Clairemont Mesa Boulevard :

MM T1 Widen from two-lane collector to four-lane collector with two-way left turn lane.

Intersections:

Impact T2: Kearny Villa Road at Clairemont Mesa Boulevard

MM T2 If approved by the City of San Diego Engineer add a southbound overlap to the existing lane and re-stripe the northbound lanes to create three left turns; north-south phases to be split instead of protected. If the City Engineer does not accept this improvement, this mitigation is otherwise infeasible because the County cannot construct this improvement without the City's approval.

Impact T3: Ruffin Road at Hazard Way

MM T3 Signalize the intersection with north-south approach protected and east-west approach with split phasing. Interconnect signal with Ruffin Road/Farnham Street. In addition, within the existing curb to curb, re-stripe the northbound lanes for two left turns.

Impact T4: Ruffin Road at Farnham Street

MM T4 Signalize the intersection with north-south approach protected and east-west approach with permitted phasing. Interconnect signal with Ruffin Road/Hazard Way. In addition, within the existing curb to curb, re-stripe the northbound lanes for two left turns.

Impact T5: Clairemont Mesa Boulevard at Overland Avenue

MM T5 Widen the southbound approach to one left-turn lane, one through-lane, and one right-turn lane (with an overlap).

Impact T6: Clairemont Mesa Boulevard at Murphy Canyon Road

MM T6 Add a northbound right-turn overlap.

Impact T7: Clairemont Mesa Boulevard at I-15 SB Ramps

MM T7 Within the existing curb-to-curb width, add one eastbound right-turn lane to provide two eastbound right-turn lanes. Extend southbound right-turn lane to accommodate additional queuing.

Impact T8: Balboa Avenue at Mercury Street

MM T8 Add a southbound and northbound right-turn overlap.

Ramp Meters:

Impact T9: Clairemont Mesa Boulevard EB to I-15 SB

MM T9 Ramp widening on this ramp is infeasible. This ramp currently has three lanes, which per Caltrans design standards, is the maximum number of lanes that can be constructed for a freeway entrance ramp, thus no additional lanes can be added. However, as an alternative at this location, the project will provide additional storage on Clairemont Mesa Boulevard by adding an eastbound right-turn lane, which would adequately improve and mitigate the impact to the ramp meter by reducing the delay and queue at this location to an amount below the maximum allowed delay increase identified in the significance thresholds adopted by the City of San Diego.

Impact T10: Kearny Villa Road to SR-163 NB

Caltrans may increase the ramp meter rate to accommodate the projected additional queuing; however, this improvement (operational change to the meter) would be determined by Caltrans and could not be approved nor implemented by the County. Therefore, mitigation of this impact is considered infeasible, because changing (increasing) the ramp meter rate to mitigate the impact is within the responsibility and jurisdiction of another public agency and not the County of San Diego. As such, this impact is identified as a significant and unmitigable impact.

Impact T11: Clairemont Mesa Boulevard EB to I-15 NB

Caltrans may increase the ramp meter rate to accommodate the projected additional queuing; however, this improvement (operational change to the meter) would be determined by Caltrans and could not be approved nor implemented by the County. Therefore, mitigation of this impact is considered infeasible, because changing (increasing) the ramp meter rate to mitigate the impact is within the responsibility and jurisdiction of another public agency and not the County of San Diego. As such, this impact is identified as a significant and unmitigable impact.

Impact T12: Clairemont Mesa Boulevard WB to SR-163 SB

MM T12 Provide a fair share (53.6 percent) towards local contribution of Phase 2 of the SR-163 Interchange project to reconfigure the northwest cloverleaf. This project has an existing Capital Improvement Plan. The SR-163 Interchange project is an improvement project to

the Clairemont Mesa Boulevard and SR-163 Interchange. Phase 1 was for the east side of the interchange, which has been constructed. Phase 2 will improve the west half of the interchange, which is in the design phase of construction.

This mitigation measure shall be implemented in Phase 1of the COC Development Plan project.

Arterial:
None.

Phase 2 Mitigation

The following describes the mitigation measures that will need to be implemented to reduce significant transportation/circulation impacts, associated with the Phase 2 development, to below a level of significance.

Roadway Segment:

Impact T13: Farnham Street between Overland Avenue and Ruffin Road

MM T13 Re-stripe from two-lane collector to two-lane collector with two-way left turn lane.

Impact T14: Hazard Way, west of Ruffin Road:

MM T14 Restripe from two-lane collector to two-lane collector with two-way left turn lane.

Impact T15: Kearny Villa Road at SR-163 NB Off Ramp

No feasible mitigation has been identified for this location. The existing ramp is physically constrained by existing businesses to the north, south, and west of the ramp. The widening this ramp would require the acquisition of extensive right-of-way of portions of at least two existing businesses along Kearny Villa Road in order to redesign the ramp to meet Caltrans Design standards. This will require the taking of privately owned land, which has the potential to jeopardize the financial vitality of these existing businesses. Therefore, due to economic, legal, and social considerations related to the acquisition of existing private property (portions of at least two adjacent businesses), this mitigation measure is infeasible. As such, this impact is identified as a significant and unmitigable impact.

Intersections:

Impact T16: Farnham Street at Overland Avenue

MM T16 Signalize the intersection with protected phasing at all approaches.

Ramp Meters:
None.

Arterial:
None.

Phase 3 Mitigation

The following describes the mitigation measures that will need to be implemented to reduce significant transportation/circulation impacts, associated with the Phase 3 development, to below a level of significance.

Roadway Segments:
None.

Intersections:

Impact T17: Kearny Villa Road at SB SR-163 SB Ramps

MM T17 Signalize the intersection with protected phasing at all approaches.

Impact T18: Kearny Villa Road at SR-52 EB Ramps

MM T18 Add one eastbound right-turn lane to provide two right-turn lanes.

Impact T19: Ruffin Road at Clairemont Mesa Boulevard

MM T19 If approved by the City of San Diego Engineer, re-stripe the southbound approach to two left-turn lanes, one shared-left, one through-lane, and one right-turn lane and modify north/south phasing to split. If the City Engineer does not accept this improvement, this mitigation is otherwise infeasible because the County cannot construct this improvement without the City's approval.

Ramp Meters:
None.

Arterial:
None.

Cumulative (Horizon Year) Mitigation

The following describes the mitigation measures that will need to be implemented to reduce significant cumulative transportation/circulation impacts, associated with the proposed project, to below a level of significance.

Roadway Segments:
None.

Intersections:
None.

Ramp Meters:
None.

Arterial:

Impact T20: Balboa Avenue – EB from Ruffin Road to I-15 SB Ramps

MM T20 Pay a fair share contribution towards restriping for one left-turn lane, one all-way lane, and one right-turn lane at the intersection of Balboa Avenue and I-15 SB Ramp.

2.1.4 Conclusion

Implementation of Mitigation Measures T1 through T20 would mitigate many of the project direct impacts and cumulative impacts. However, it should be noted that significant and unmitigable impacts to one roadway segment ***(Impact T15: Kearny Villa Road at SR-163 NB Off Ramp)*** and two Freeway ramps ***(Impact T10: Kearny Villa Road to SR-163 NB and Impact T11: Clairemont Mesa Boulevard EB to I-15 NB)*** would occur as a result of the proposed project. However, these significant and unmitigable impacts were identified during the analysis of the previously approved project and are detailed in the certified Final EIR. No new significant impacts or a substantial change in the severity of the impacts were identified for the proposed project. Furthermore, the proposed project would generally result in fewer impacts than the previously approved project.

TABLE 2.1-1
Comparative Summary of Proposed Impacts to those Identified in Previously Certified Final EIR

	Phase I				Phase I & Phase II				Project Buildout (Phase I, II, and III)				Cumulative (Horizon Year)			
	Cert FEIR		Proposed Project		Cert FEIR		Proposed Project		Cert FEIR		Proposed Project		Cert FEIR		Proposed Project	
	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?
Roadway Segment																
Kearny Villa Road between SR-52 EB Off-Ramp and Ruffin Road	F	Yes	C	No	F	Yes	C	No	F	Yes	C	No	F	Yes	D	No
Kearny Villa Road between Chesapeake Drive and Topaz Way	E	Yes	C	No	E	Yes	D	No	E	Yes	D	No	F	Yes	D	No
Overland Avenue between Farnham Street and Clairemont Mesa Boulevard	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes
Farnham Street between Overland Avenue and Ruffin Road	D	No	D	No	E	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes
Hazard Way west of Ruffin Road	D	No	D	No	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes
Intersection- AM Peak																
Kearny Villa Road at SR-163 NB Off-Ramp	E	Yes	D	No	E	Yes	F	Yes	E	Yes	F	Yes	F	Yes	F	Yes

	Phase I				Phase I & Phase II				Project Buildout (Phase I, II, and III)				Cumulative (Horizon Year)			
	Cert FEIR		Proposed Project		Cert FEIR		Proposed Project		Cert FEIR		Proposed Project		Cert FEIR		Proposed Project	
	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?
Intersection- AM Peak (cont.d)																
Kearny Villa Road at SB SR-163 SB Ramps	C	No	C	No	C	No	D	No	E	**Yes**	D	No	F	**Yes**	D	No
Kearny Villa Road at SR-52 EB Ramps	E	**Yes**	D	No	F	**Yes**	D	No	F	**Yes**	E	**Yes**	F	**Yes**	E	**Yes**
Ruffin Road at Hazard Way	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**
Ruffin Road at Farnham Street	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**
Farnham Street and Overland Avenue	C	No	C	No	D	No	C	No	E	**Yes**	D	No	F	**Yes**	D	No
Clairemont Mesa Boulevard at I-15 SB Ramps	C	No	C	No	D	No	D	No	D	No	D	No	F	**Yes**	D	No
Balboa Avenue at I-15 SB Ramp	E	No	C	No	E	No	C	No	E	No	C	No	F	**Yes**	D	No
Intersection – PM Peak																
Kearny Villa Road at Clairemont Mesa Boulevard	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**	F	**Yes**
Kearny Villa Road at SB SR-163 SB Ramps	E	No	E	No	E	No	E	No	E	**Yes**	E	**Yes**	E	**Yes**	E	**Yes**
Kearny Villa Road at SR-52 EB Ramps	C	No	D	No	D	No	D	No	E	**Yes**	E	**Yes**	F	**Yes**	E	**Yes**

	Phase I				Phase I & Phase II				Project Buildout (Phase I, II, and III)				Cumulative (Horizon Year)			
	Cert FEIR		Proposed Project		Cert FEIR		Proposed Project		Cert FEIR		Proposed Project		Cert FEIR		Proposed Project	
	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?	"With Project"	Sig?
Intersection- PM Peak (cont.d)																
Ruffin Road at Hazard Way	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes
Ruffin Road at Farnham Street	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes
Ruffin Road at Clairemont Mesa Boulevard	D	No	D	No	D	No	D	No	E	Yes	E	Yes	F	Yes	E	Yes
Ruffin Road at Aero Drive	D	No	D	No	D	No	D	No	D	No	D	No	E	Yes	D	No
Clairemont Mesa Boulevard at Overland Drive	E	Yes	E	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes
Clairemont Mesa Boulevard at Murphy Canyon Road	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes
Clairemont Mesa Boulevard at I-15 SB Ramps	E	Yes	E	Yes	E	Yes	E	Yes	F	Yes	F	Yes	E	Yes	F	Yes
Balboa Avenue at Mercury Street	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes
Farnham Street at Overland Avenue	A	No	D	No	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes	F	Yes
Farnham Street at COC Driveway	D	No	B	No	C	No	C	No	E	Yes	C	No	E	Yes	C	No

	Phase I				Phase I & Phase II				Project Buildout (Phase I, II, and III)				Cumulative (Horizon Year)			
	Cert FEIR		Proposed Project		Cert FEIR		Proposed Project		Cert FEIR		Proposed Project		Cert FEIR		Proposed Project	
	Delay	**Sig?**	**Delay**	**Sig?**	**Delay**	**Sig?**	**Delay**	**Sig?**	**Delay**	**Sig?**	**Delay**					
Freeway Ramps (Delay & Queue)																
Kearny Villa to SR-163 NB (north of SR-52)	3.8	**Yes**	4.4	**Yes**	6.4	**Yes**	7.7	**Yes**	7.7	**Yes**	8.4	**Yes**	7.7	**Yes**	8.4	**Yes**
Clairemont Mesa Boulevard to I-15 SB	10.0	**Yes**	10.2	**Yes**	17.2	**Yes**	17.7	**Yes**	20.6	**Yes**	19.5	**Yes**	20.6	**Yes**	19.5	**Yes**
Clairemont Mesa Boulevard EB to I-15 NB	3.3	**Yes**	3.4	**Yes**	5.7	**Yes**	5.9	**Yes**	6.8	**Yes**	6.6	**Yes**	6.8	**Yes**	6.6	**Yes**
Clairemont Mesa Boulevard WB to SR-163 SB	7.8	No	8.2	**Yes**	13.4	**Yes**	14.3	**Yes**	16.0	**Yes**	15.6	**Yes**	16.0	**Yes**	15.6	**Yes**
Freeway Mainline																
NONE IDENTIFIED																
Arterial																
	Sig?		**Sig?**		**Sig?**		**Sig?**		**Sig?**		**Sig?**		**Sig?**		**Sig?**	
Balboa Avenue – EB from Ruffin Road to I-15 SB Ramps	No		No		No		No		No		No		**Yes**		No	

Source: KOA, 2011.

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2.2 Air Quality

The following compares the findings of the *Update to the Air Quality Study – San Diego County Operations Center Development Plan – Chesapeake Property Expansion* (Rincon Consultants, Inc., September 2011) with the analysis, impacts and mitigation contained within the previously certified Final EIR for the COC Development Plan and associated technical study, *Air Quality Conformity Assessment, County Operations Center* (Investigative Science and Engineering, Inc., August 7, 2007). The updated air quality study is provided as Appendix A on the attached CD of Technical Appendices found on the back cover of this Addendum.

2.2.1 Summary of Previous Analysis

The previously certified Final EIR included analysis of the COC Development Plan with respect to subject pollutants, which are monitored by the EPA, including Carbon Monoxide (CO), Sulfur Dioxide (SO_2), Nitrogen Dioxide (NO_2), Ozone (O_3), respirable 10 and 2.5-micron particulate matter (PM_{10} and $PM_{2.5}$), sulfates, lead, Hydrogen Sulfide (H_2S), Reactive Organic Gases (ROG), Volatile Organic Compounds (VOCs), and visibility reducing particles.

The San Diego Air Pollution Control District (SDAPCD) has established screening level thresholds (screening criteria) for evaluating air quality emissions (Rules 20.1 et seq.). Table 2.2-1 summarizes these thresholds. In the absence of adopted thresholds of significance, the County of San Diego accepts the use of these screening criteria as Thresholds of Significance for purposes of CEQA. These standards are compatible with those utilized elsewhere in the State (such as South Coast Air Quality Management District standards, etc.).

The analysis criteria for air quality impacts are based upon the approach recommended by the South Coast Air Quality Management District's (SCAQMD) CEQA Handbook. The handbook establishes aggregate emission calculations for determining the potential significance of a proposed action.

The previously certified Final EIR included analysis of construction impacts related to: demolition/grading activities; diesel-related toxic emissions; and, volatile organic compound emissions. In addition, the previously certified Final EIR provided detailed operational impacts related to: vehicular emission levels; CO "hotspots"; odors; and, fixed source emissions.

2.2.2 Comparison of Proposed Expansion to Previously Analyzed Project

The purpose of this Addendum and the associated supplemental analysis is to determine whether the proposed project would result in any new significant impacts beyond those previously analyzed in the Final EIR for the original project that was certified in 2008.

The proposed project would involve three separate phases. The proposed project would result in approximately 307,000 gsf of additional building space and approximately 72,700 gsf of additional demolition compared to the original project.

Methodology

Similar to the original project previously analyzed in the certified Final EIR, the SDAPCD screening thresholds, as summarized in Table 2.2-1 above, were used to evaluate air quality impacts.

A more updated emissions estimator model has become available for use to quantify air quality emissions for development projects since the previous analysis was completed. As discussed in the updated Air Quality Study (Rincon, 2011), the California Emissions Estimator Model (CalEEMod) was used to estimate the updated project's emissions and compares the results to the impact analysis contained in the previous air quality study (ISE, 2007) to determine if there are any new impacts or whether impacts are greater than previously analyzed.

The construction activities associated with development would generate diesel emissions and dust. Similar to the previously approved project, the construction equipment associated with the proposed project that would generate criteria air pollutants, include excavators, graders, dump trucks, and loaders. Some of this equipment would be used during demolition and grading activities, as well as when structures are constructed. Emission sources during construction also include export truck trips off-site to remove debris and delivery truck trips during all phases of demolition and construction. It is assumed that all of the construction equipment used would be diesel-powered.

Operational emissions would be comprised of mobile source emissions and energy emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project site associated with operation of project. Emissions attributed to energy use include electricity and natural gas consumption for space and water heating. To determine whether a regional air quality impact would occur, the increase in emissions (proposed emissions minus the existing emissions associated with those uses proposed to be removed from the site) would be compared with the SDAPCD's recommended regional thresholds for operational emissions.

Construction Impacts

As stated in the previously certified Final EIR, during the demolition phases (Phases 1 and 3) of the original project, a total of 314,500 gsf of County buildings would be demolished. Construction grading activities would be dominated by demolition operations. Based upon the calculated construction pollutant emissions, no criteria pollutant exceedances were indicated for this project component. As identified in the previously certified Final EIR, emissions generated during project construction phases (demolition, grading, and construction) would not exceed the SDAPCD construction emissions thresholds. The impact associated with construction pollutant emissions is considered less than significant.

Similar to the previously certified Final EIR, for the purposes of this analysis, it was assumed that total grading would be approximately 30,000 cubic yards (approximately 10,000 cubic yards per phase). It was assumed that approximately 365,200 gsf of building materials would be demolished/removed onsite (this is an increase of approximately 72,700 gsf compared to the project analyzed in the previously certified Final EIR). As discussed in the update to the Air Quality Study, it was assumed that all three phases would be developed by the year 2015 (i.e., over a span of approximately five years). Construction equipment would

include tractors, loaders, backhoes, dozers, and saws. Table 2.2-2 identifies the estimated daily emissions during construction (e.g., demolition, site preparation, grading, building construction, paving, and architectural coating).

Similar to the previous analysis related to demolition and grading, emissions during the demolition, site preparation and grading phases would not exceed SDAPCD thresholds. Also, because the same amount of construction equipment would be utilized onsite, emissions related to criteria pollutants would be less than significant, as was found in the previously certified Final EIR.

As identified in Table 2.2-2, emissions associated with VOCs, primarily related to architectural coatings, would be approximately 122.71 pounds per day. This level is above the SDAPCD threshold of 55 pounds per day and is considered a significant impact. The previously certified Final EIR also determined that impacts from VOCs associated with architectural coating would exceed thresholds and therefore would be significant. Consistent with the previously certified Final EIR, Mitigation Measure AQ1, requiring the use of zero emission VOC paint would be applied to the proposed project to reduce impacts related to VOCs from the application of architectural coatings during construction. As found in the previously certified Final EIR, with implementation of Mitigation Measure AQ1, the emission of VOCs would be eliminated during the application of architectural coatings, and therefore, impacts would be reduced to less than significant.

Impact AQ1 Emissions associated with VOCs, primarily related to architectural coatings, would be approximately 122.71 pounds per day. This level would exceed the SDAPCD threshold of 55 pounds per day and is considered a significant impact.

Operational Impacts (Long-Term)

A. Vehicular Emissions

In addition to quantifying emissions associated with new development onsite, vehicle trips and energy use associated with existing conditions (the existing buildings onsite that would be removed as part of the proposed project) were also calculated, and the associated emissions were quantified in order to demonstrate the net change of emissions that would occur as a result of the proposed project.

Based on the previously certified Final EIR, the combined pollutant emission levels from Phases 1, 2, and 3 of the originally approved project exceeded the thresholds established by the SDAPCD by 451.9 pounds/day for CO, and 59.6 pounds/day for NOx. Therefore, impacts related to vehicle emissions were determined to be significant and unavoidable in the previously certified Final EIR.

However, using the updated traffic study (KOA, 2011) and CalEEMod to estimate emissions, under the proposed project, emissions related to NO_x and CO would be below SDAPCD thresholds. Table 2.2-3 provides the estimated daily emissions associated with vehicle trips and energy use for the proposed project and for those existing uses that would be removed as part of the proposed project. The reduction in emissions compared to the previously certified Final EIR is likely due to different modeling techniques, which are standard professional methods for analysis of air emission and potential air quality impacts. Because

emissions associated with the proposed project would not exceed SDAPCD thresholds, operational impacts, including emissions related to vehicles, would be less than significant.

In finding that impacts related to vehicle emissions for NOx and CO would be significant, the previously certified Final EIR includes mitigation to assist in reducing emissions to the extent feasible. Based on the above analysis, mitigation is not necessary since significant impacts have not been identified. However, Mitigation Measures AQ2 through AQ14 as detailed in the previously certified Final EIR have been included as design considerations to be implemented as part of the proposed project, which would further reduce air pollutant emissions (See Chapter 6 of this Addendum). These measures are intended to reduce vehicle trips and conserve energy, and include the installation of bike storage facilities, provision of onsite eating, refrigeration and food vending facilities to reduce lunchtime trips; shade tree planting in parking lots to reduce evaporative emissions from parked vehicles; and energy efficient interior lighting.

B. CO "Hotspots"

The overall CO emissions related to vehicles traveling to and from the site would be less than previously analyzed in the certified Final EIR, which is 233 pounds per day predicted by CalEEMod compared to 1,001.9 pounds per day in the Final EIR. Similar to the finding in previously certified Final EIR, impacts related to CO "Hotspots" would continue to be less than significant.

C. Odor

The proposed project would not result in an new uses that are associated with the creation or emission of objectionable odors. Therefore, similar to the previously certified Final EIR, there would be no significant impacts from odors.

D. Fixed Source Emissions

As determined in the previously certified Final EIR, emissions related to fixed sources would not exceed SDAPCD thresholds. Energy use from both electricity and natural gas associated with the proposed project would result in a net increase in emissions compared to existing conditions. However, as shown in Table 2.2-3, energy use would not result in an increase in emissions that would exceed SDAPCD thresholds (even when analyzed in combination with vehicle emissions). Therefore, similar to the finding in the previously certified Final EIR, impacts related to fixed source emissions would be less than significant.

Air Quality Management Plan

The major difference between the project analyzed in the certified Final EIR and the proposed project is additional space for a parking structure and a new 120,000 gsf Registrar of Voters building. However, these uses are similar to existing conditions and to the types of uses analyzed in the previously certified Final EIR. Therefore, the proposed project would not substantially alter the overall land uses at the site. Similar to the finding in the previously certified Final EIR, the proposed uses of the project are consistent with the current land use designation for the site and, thus, the project is considered consistent (i.e., conforming to the same principles or course of action) with the proposed SANDAG growth projections for this area. Therefore, the proposed project satisfies the Consistency Criterion of the San Diego Regional Air Quality Strategy (RAQS) and would be consistent with State Implementation Plan (SIP) for the criteria pollutants under examination

within this report. Therefore, consistent with the previously certified Final EIR, the proposed project would result in a less than significant impact.

2.2.3 Mitigation Measures

A. Construction Impacts

MM AQ1 Zero emission VOC paints shall be utilized for all architectural coatings within the proposed COC Development Plan project development.

B. Operational Impacts (Long-Term)

None Identified.

2.2.4 Conclusion

Implementation of Mitigation Measure AQ1 would reduce the short-term construction related air quality impact (Impact AQ1) to a level less than significant because it would require the use of zero emission VOC paint for all architectural coatings, which results avoid the release of VOC emissions.

Operational emissions, including emissions related to vehicles, would not exceed SDAPCD thresholds; thus, no mitigation is necessary because significant impacts have not been identified. However, measures have been included as part of the project design, which are consistent with Mitigation Measures AQ2 through AQ14 included in the previously certified Final EIR, which would further reduce operational air pollutant emissions.

TABLE 2.2-1
Thresholds of Significance for Air Quality Impacts

Pollutant	Thresholds Significance (Pounds Per Day)[3]	Clean Air Act *Less than Significant Levels* (Tons Per Year)
Carbon Monoxide (CO)	550	100
Oxides of Sulfur (SO_x)	250	100
Volatile Organic Compounds (VOCs) Reactive Organic Gasses (ROGs)	55[1]/75[2]	50
Oxides of Nitrogen (NO_x)	250	50
Particulate Matter (PM_{10})	100	100

Notes
1. Threshold for VOCs based on the threshold of significance for reactive organic gases from Chapter 6 of the CEQA Air Quality Handbook of the South Coast Air Quality Management District.
2. Threshold for VOC's in the eastern portion of the County based on the threshold of significance for reactive organic gases from Chapter 6 of the CEQA Air Quality Handbook of the Southeast Desert Air Basin.
3. Thresholds are applicable for either construction or operational phases of a project action.

Source: SDAPCD Rule 1501, 20.2(d)(2), 1995; EPA 40CFR93, 1993.

TABLE 2.2-2
Estimated Unmitigated Construction Maximum Daily Air Pollutant Emissions (lbs/day)

Construction Activity	Emissions (lbs/day)				
	ROG/VOC	NOx	CO	PM_{10}	$PM_{2.5}$
Demolition	11.87	102.86	58.33	45.03	5.05
Site Preparation	11.13	89.89	51.83	7.67	6.18
Grading	16.22	145.36	76.14	95.36	7.38
Building Construction	16.42	107.26	112.36	16.38	5.65
Paving	6.1	32.19	21.59	2.94	2.75
Architectural Coating	122.71	3.59	9.62	2	.36
Maximum lbs/day •	**122.71**	**145.36**	**112.36**	**95.36**	**7.38**
SDAPCD Thresholds	55	250	550	100	55
Threshold Exceeded?	**Yes**	**No**	**No**	**No**	**No**

Source: Rincon Consultants, Inc., 2011.

TABLE 2.2-3
Proposed Project Operational Emission

Emissions Source		Estimated Emissions (lbs/day)					
		ROG/VOCs	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Proposed Project	Vehicles	50.38	36.08	353.89	0.93	116.22	4.41
	Energy Use	0.66	6.04	5.08	0.04	0.46	0.46
Proposed Project Maximum lbs/day		**51.04**	**42.12**	**358.97**	**0.97**	**116.68**	**4.87**
Existing Building to be Removed	Vehicles	(16.67)	(13.74)	(1.84)	(0.41)	(53.12)	(1.9)
	Energy Use	(0.24)	(2.19)	(125)	(0.01)	(0.17)	(0.17)
Existing Buildings Maximum lbs/day		**(16.91)**	**(15.93)**	**(126.84)**	**(0.42)**	**(53.29)**	**(2.07)**
Net New Emissions		**34.13**	**26.19**	**232.13**	**0.55**	**63.39**	**2.8**
SDCACPD Thresholds		*75*	*250*	*550*	*250*	*100*	*55*
Threshold Exceeded?		**No**	**No**	**No**	**No**	**No**	**No**

Source: Rincon Consultants, Inc., 2011.

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2.3 Greenhouse Gas Emissions

As noted in Chapter 2.1, since the previous EIR was certified, the State CEQA Guidelines were amended (March, 2010) to require that the potential environmental effects of greenhouse gas (GHG) emissions be addressed in CEQA documents. While no new environmental effects associated with greenhouse gas emissions or compliance with applicable plans, policies or regulations have been identified, a detailed analysis and summary of the lack of environmental effects associated with GHG emissions related to the proposed project has been included below.

The GHG emissions analysis provided in this section is summarized from the *County of San Diego County Operations Center Development Greenhouse Gas Study* prepared by Rincon Consultants, Inc. (Rincon, 2011b). This document is provided as Appendix B on the attached CD of Technical Appendices found on the back cover of this Addendum.

2.3.1 Existing Conditions

A. Overview of Global Climate Change

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. The term "climate change" is often used interchangeably with the term "global warming," but "climate change" is more appropriate because it helps convey that there are other changes in addition to rising temperatures.

The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated throughout the world. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change (IPCC, 2007), the understanding of anthropogenic warming and cooling influences on climate has led to a high confidence (90% or greater chance) that the global average net effect of human activities since 1750 has been one of warming. The prevailing scientific opinion on climate change is that most of the observed increase in global average temperatures, since the mid-20th century, is likely due to the observed increase in anthropogenic Greenhouse Gas (GHG) concentrations (Rincon, 2011b).

B. Greenhouse Gases

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). GHGs are present in the atmosphere naturally, and are released by natural sources or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur

hexafluoride (SF_6). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and SF_6 (Rincon, 2011b). Different types of GHGs have varying global warming potential (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2E), and is the amount of a GHG emitted multiplied by its GWP. CO_2 has a GWP of one. By contrast, CH_4 has a GWP of 21, meaning its global warming effect is 21 times greater than CO_2 on a molecule per molecule basis (Rincon, 2011b).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C cooler (Rincon, 2011b). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. The following discusses the primary GHGs of concern.

Carbon Dioxide. The global carbon cycle is made up of large carbon flows and reservoirs. Billions of tons of carbon in the form of CO_2 are absorbed by oceans and living biomass (i.e., sinks) and are emitted to the atmosphere annually through natural processes (i.e., sources). When in equilibrium, carbon fluxes among these various reservoirs are roughly balanced (Rincon, 2011b). CO_2 was the first GHG demonstrated to be increasing in atmospheric concentration, with the first conclusive measurements being made in the last half of the 20th Century. Concentrations of CO_2 in the atmosphere have risen approximately 40% since the industrial revolution. The global atmospheric concentration of CO_2 has increased from a pre-industrial value of about 280 parts per million (ppm) to 391 ppm in 2011 (Rincon, 2011b). The average annual CO_2 concentration growth rate was larger during the last 10 years (1995–2005 average: 1.9 ppm per year) than it has been since the beginning of continuous direct atmospheric measurements (1960–2005 average: 1.4 ppm per year), although there is year-to-year variability in growth rates (Rincon, 2011b). Currently, CO_2 represents an estimated 82.7% of total GHG emissions (Rincon, 2011b). The largest source of CO_2, and of overall GHG emissions, is fossil fuel combustion.

Methane. CH_4 is an effective absorber of radiation, though its atmospheric concentration is less than that of CO_2 and its lifetime in the atmosphere is limited to 10 to 12 years. It has a GWP approximately 21 times that of CO_2. Over the last 250 years, the concentration of CH_4 in the atmosphere has increased by 148% (Rincon, 2011b), although emissions have declined from 1990 levels. Anthropogenic sources of CH_4 include enteric fermentation associated with domestic livestock, landfills, natural gas and petroleum systems, agricultural

activities, coal mining, wastewater treatment, stationary and mobile combustion, and certain industrial processes (Rincon, 2011b).

Nitrous Oxide. Concentrations of N_2O began to rise at the beginning of the industrial revolution and continue to increase at a relatively uniform growth rate (Rincon, 2011b). N_2O is produced by microbial processes in soil and water, including those reactions that occur in fertilizers that contain nitrogen, fossil fuel combustion, and other chemical processes. Use of these fertilizers has increased over the last century. Agricultural soil management and mobile source fossil fuel combustion are the major sources of N_2O emissions. N_2O's GWP is approximately 310 times that of CO_2.

Fluorinated Gases (HFCs, PFCs, and SF_6). Fluorinated gases, such as HFCs, PFCs, and SF_6, are powerful GHGs that are emitted from a variety of industrial processes. Fluorinated gases are used as substitutes for ozone-depleting substances such as chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), and halons, which have been regulated since the mid-1980s because of their ozone-destroying potential and are phased out under the Montreal Protocol (1987) and Clean Air Act Amendments of 1990. Electrical transmission and distribution systems account for most SF_6 emissions, while PFC emissions result from semiconductor manufacturing and as a by-product of primary aluminum production. Fluorinated gases are typically emitted in smaller quantities than CO_2, CH_4, and N_2O, but these compounds have much higher GWPs. SF_6 is the most potent GHG that the IPCC has evaluated (Rincon, 2011b).

State Greenhouse Gas Inventory

Worldwide anthropogenic emissions of GHGs were approximately 40,000 million metric tons (MMT) CO_2E in 2004, including ongoing emissions from industrial and agricultural sources, but excluding emissions from land use changes (i.e., deforestation, biomass decay) (Rincon, 2011b). CO_2 emissions from fossil fuel use accounts for 56.6% of the total emissions of 49,000 million metric tons CO_2E (includes land use changes) and all CO_2 emissions are 76.7% of the total. Methane emissions account for 14.3% of GHG and N_2O emissions account for 7.9% (Rincon, 2011b).

Total U.S. GHG emissions were 6,633.2 million metric tons CO_2E in 2009 (Rincon, 2011b). While total U.S. emissions have increased by 7.3% from 1990 to 2009, emissions decreased from 2008 to 2009 by 427.9 million metric tons CO_2E, or 6.1% (Rincon, 2011b). This decrease was primarily due to (1) a decrease in economic output resulting in a decrease in energy consumption across all sectors; and (2) a decrease in the carbon intensity of fuels used to generate electricity due to fuel switching as the price of coal increased, and the price of natural gas decreased substantially. Since 1990, U.S. emissions have increased at an average annual rate of 0.4%. The transportation and industrial end-use sectors accounted for 33% and 26%, respectively, of CO_2 emissions from fossil fuel combustion in 2009. Meanwhile, the residential and commercial end-use sectors accounted for 22% and 19%, respectively, of CO_2 emissions from fossil fuel combustion in 2009 (Rincon, 2011b).

Based upon the California Air Resources Board (ARB) *California Greenhouse Gas Inventory for 2000-2008*, California produced 478 MMT CO_2E in 2008. The major source of GHGs in California is transportation, contributing 36% of the state's total GHG emissions. Electricity generation is the second largest source, contributing 24% of the state's GHG emissions (Rincon, 2011b). California emissions are due in part to its large

size and large population compared to other states. Another factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. ARB has projected statewide unregulated GHG emissions for the year 2020, which represent the emissions that would be expected to occur in the absence of any GHG reduction actions, will be 596 MMT CO_2E (Rincon, 2011b).

C. Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources through potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Scientists have projected that the average global surface temperature could rise by1.0-4.5°F (0.6-2.5°C) in the next 50 years, and the increase may be as high as 2.2-10°F (1.4-5.8°C) in the next century. In addition to these projections, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic (Rincon, 2011b).

According to CalEPA's *2009 Climate Action Team Biennial Report*, potential impacts of climate change in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. The Greenhouse Gas Study prepared by Rincon Consultants, Inc., (Rincon, 2011b) for the proposed project (Appendix B of this Addendum), provides a detailed summary of some of the potential effects that could be experienced in California as a result of climate change (e.g., sea level rise, air quality, water supply, hydrology, agriculture, ecosystems and wildlife).

D. Regulatory Setting

International and Federal Regulations. The United States is, and has been, a participant in the United Nations Framework Convention on Climate Change (UNFCCC) since it was produced by the United Nations in 1992. The objective of the treaty is "stabilization of GHG concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system." This is generally understood to be achieved by stabilizing global GHG concentrations between 350 and 400 ppm, in order to limit the global average temperature increases between 2 and 2.4°C above pre-industrial levels (Rincon, 2011b). The UNFCC itself does not set limits on GHG emissions for individual countries or enforcement mechanisms. Instead, the treaty provides for updates, called "protocols," that would identify mandatory emissions limits.

Five years later, the UNFCC brought nations together again to draft the *Kyoto Protocol* (1997). The *Kyoto Protocol* established commitments for industrialized nations to reduce their collective emissions of six GHGs (CO_2, CH_4, N_2O, SF_6, HFCs, and PFCs) to 5.2% below 1990 levels, by 2012. The United States is a signatory of the *Kyoto Protocol*, but Congress has not ratified it and the United States has not bound itself to the *Protocol*'s commitments.

The United States is currently using a voluntary and incentive-based approach toward emissions reductions in lieu of the *Kyoto Protocol's* mandatory framework. The Climate Change Technology Program (CCTP) is a multi-agency research and development coordination effort (led by the Secretaries of Energy and Commerce) that is charged with carrying out the President's National Climate Change Technology Initiative.

However, the voluntary approach to address climate change and GHG emissions may be changing. The U.S. Supreme Court in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) held that the U.S. EPA has the authority to regulate motor-vehicle GHG emissions under the federal Clean Air Act.

California Regulations. California State Assembly Bill (AB) 1493 (2002), referred to as "Pavley," requires ARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, EPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles beginning with the 2009 model year. Pavley I took effect for model years starting in 2009 to 2016, and Pavley II, which is now referred to as "LEV (Low Emission Vehicle) III GHG," will cover 2017 to 2025. Fleet average emission standards would reach 22 per cent reduction by 2012, and 30 per cent by 2016.

In 2005, Governor Schwarzenegger issued Executive Order S-3-05, establishing statewide GHG emissions reduction targets. Executive Order (EO) S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80% of 1990 levels (Rincon, 2011b). In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report") (Rincon, 2011b). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15% reduction below 2005 emission levels; the same requirement as under S-3-05), and requires ARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, the ARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO_2E. The Scoping Plan was approved by ARB on December 11, 2008, and includes measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. The Scoping Plan includes a range of GHG

reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms.

Executive Order S-01-07 was enacted on January 18, 2007, and mandated the establishment of a Low Carbon Fuel Standard ("LCFS") for transportation fuels for California to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020.

Senate Bill (SB) 97, signed in August 2007, acknowledged that climate change is an environmental issue that requires analysis in CEQA documents; and in March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

Senate Bill (SB) 375, signed in August 2008, enhances the State's ability to reach AB 32 goals by directing ARB to develop regional GHG emission reduction targets to be achieved from vehicles for 2020 and 2035. SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On September 23, 2010, ARB adopted final regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. San Diego Association of Governments' (SANDAG) targets include a 7% reduction from 2005 levels by 2020, and a 13% reduction from 2005 levels by 2035.

Most recently, in April 2011, Governor Brown signed SB 2X, requiring California to generate 33% of its electricity from renewable energy by 2020.

Local Regulations and CEQA Requirements. Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. They give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD), and the San Joaquin Valley Air Pollution Control District (SJVAPCD) have adopted quantitative significance thresholds for GHGs. In August 2010, the City of San Diego released the *Memorandum Addressing Greenhouse Gas Emissions from Projects Subject to CEQA*, which provides guidance for selecting GHG emissions thresholds based on the CAPCOA *CEQA and Climate Change* white paper (January 2008) and AB 32.

The County of San Diego has adopted the Strategic Energy Plan and implementing Board of Supervisor's policies, to provide regulations and guidance for energy usage and green building standards within the County, and for County facilities. Currently, the County is in the process of preparing a Climate Action Plan (CAP) to address the generation of GHG emissions as it pertains to land use planning and development, as part of the Implementation Plan for the recently updated General Plan.

2.3.2 Analysis of Project Effects and Determination of Significance

County of San Diego Guidelines for Determination of Significance

In accordance with CEQA Appendix G, significant Greenhouse Gas Emissions impacts would result from the proposed project if any of the following would occur:

- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or,*
- *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.*

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. " Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (State CEQA Guidelines, Section 15064(h)(1)).

Estimate of GHG Emissions

A. Construction Emissions

Total grading is assumed to be approximately 30,000 cubic yards (approximately 10,000 cubic yards per phase). Construction activity is conservatively assumed to occur over a period of 5 years. As identified in Table 2.3-1, construction activity for the project would generate an estimated 7,455 metric tons of CDE during the entire construction period, and amortized over a 30-year period, construction of the proposed project would generate an estimated 249 metric tons of CDE per year.

B. Operational Indirect and Stationary Direct Emissions

Energy Use

For the business-as-usual scenario, operation of on site development would consume both electricity and natural gas. The generation of electricity through combustion of fossil fuels typically yields CO_2, and to a smaller extent, N_2O and CH_4. As discussed in the Greenhouse Gas Study (Appendix B of this Addendum), annual electricity and natural gas emissions can be calculated using default values from the CEC sponsored CEUS and RASS studies, which are built into a CalEEMod model. As shown in Table 2.3-2, electricity consumption associated with the project would generate approximately 5,189 metric tons CDE per year, and natural gas use would generate approximately 1,208 metric tons CDE per year, for a total of 6,397 metric tons CDE per year of GHG emissions. However, with the removal of the existing buildings as part of the proposed project, which currently generates approximately 1,876 metric tons CDE per year from electricity consumption and 439 metric tons CDE per year associated with natural gas usage, the project would generate a net total of 4,750 metric tons CDE per year.

Solid Waste

It is anticipated that the proposed project would generate approximately 619 tons of solid waste per year at project buildout (Rincon, 2011b). Existing buildings to be removed as part of the proposed project currently generate approximately 312 tons of solid waste per year. Therefore, the net increase in solid waste generation would be approximately 140 net new metric tons of CDE per year.

Water-Use

The anticipated water use for the project is approximately 232.4 million gallons of water per year. Current buildings that would be removed as part of the proposed project use an estimated 217.1 million gallons of water per year. Based on the amount of electricity generated in order to supply this amount of water, as shown in Table 2.3-3, this aspect of the project would generate approximately 476 net new metric tons of CDE per year.

Transportation

Mobile source GHG emissions were estimated using total daily trips based on the project's traffic study prepared by KOA (October 2011) and by the total vehicle miles traveled (VMT) estimated in CalEEMod. The potential development of the proposed project would generate approximately 24 million annual VMT. With the removal of the existing buildings on site, which generate approximately 11.2 million annual VMT, the net annual mobile emissions associated with the proposed project would be 4,446 metric tons CDE. Table 2.3-4 identifies the estimated mobile emissions of GHGs for the proposed project, as well as the GHG emissions from mobile sources associated with the existing buildings onsite, and the net metric tons of CDE for the project at buildout.

C. Combined Construction, Stationary and Mobile Source Emissions

Table 2.3-5 combines the net new construction, operational (energy use, solid waste, and water use emissions), and mobile GHG emissions associated with the development of the proposed project (all phases). Emissions associated with construction activity (approximately 7,455 metric tons CDE) are amortized over 30 years (the anticipated life of the project). For the proposed project, the combined net new annual emissions would total approximately 10,061 metric tons CDE per year. This emissions estimate indicates that the majority of the project's GHG emissions are associated with energy use (47%).

Neither the SDAPCD nor the County of San Diego have adopted formal GHG emissions thresholds that apply to land use projects, and no GHG emissions reduction plans have been adopted within the San Diego region. Therefore, the proposed project is evaluated based on the SCAQMD's recommended project-based threshold of 4.6 metric tons CDE per service population per year. The estimated number of new employees from the proposed project is 4,598. The proposed project would generate approximately 2.01 CDE per person per year. Although development facilitated by the proposed project would generate additional GHG emissions beyond existing conditions, because the per person estimate of GHG emissions is well below the threshold of 4.6 metric tons CDE per person per year, impacts from GHG emissions would be less than significant.

D. Project Conformance with Existing Plans and Policies

The proposed project would also be generally consistent with applicable regulations or plans addressing GHG reductions. The Climate Action Team (CAT) report prepared for the former Governor of California and the State Legislature in March 2006 identified a recommended list of strategies that the State could pursue to reduce climate change and GHG emissions. The GHG Study included as Appendix B to this Addendum, provides a detailed analysis of the project's consistency with the GHG reduction strategies set forth by the 2006 CAT Report, as well as the 2008 Attorney General's GHG Reduction Measures. Therefore, the proposed project would be consistent with applicable GHG reduction plans, policies, and regulations.

2.3.3 Cumulative Impact Analysis

As stated above, GHG emissions thresholds are rarely exceeded by a single project, resulting in a direct project impact. While the proposed project would result in a net increase of approximately 10,061 metric tons CDE per year, based on the analysis provided above and the project's conformance with the SCAQMD's threshold of 4.6 metric tons CDE per person (service population) per year, the proposed project will ensure that the GHG emission contribution at buildout is not cumulatively considerable, and therefore, less than significant.

2.3.4 Conclusions

The proposed project would result in a net increase of approximately 10,061 metric tons CDE per year, or approximately 2.01 metric tons CDE per person per year. However, an increase of 2.01 metric tons CDE per person per year would not exceed the SCAQMD's recommended project-level threshold of 4.6 metric tons CDE per person per year. In addition, the project would be consistent with the CAT strategies and measures suggested in the Attorney General's GHG Reduction Report as discussed above, and therefore, would be consistent with applicable GHG reduction plans, policies, and regulations.

TABLE 2.3-1
Estimated Construction Emissions of Greenhouse Gases

Emissions Source	Annual Emissions	
	Emissions (Metric Tons)	Carbon Dioxide Equivalent (CDE)
Carbon Dioxide (CO_2)	7,444.61	7,444.61 metric tons
Methane (CH_4)	0.49	10.29 metric tons
Nitrous Oxide (N_2O)	0.0	0.0 metric tons
Total construction emissions	**7,455 metric tons**	
Amortized over 30 Years (entire project)	**249 metric tons per year**	

Source: Rincon Consultants, Inc., 2011.

TABLE 2.3-2
Estimated Annual Energy-Related Greenhouse Gas Emissions

Emissions Source		Annual Emissions (CDE)
Proposed Project	Electricity Use	5,189 metric tons
	Natural Gas	1,208 metric tons
	Total	**6,397 metric tons**
Existing Buildings to Be Removed	Electricity Use	(1,876) metric tons
	Natural Gas	(439) metric tons
	Total	**(1,647) metric tons**
	Net New Emissions	**4,750 metric tons**

Source: Rincon Consulting, Inc., 2011.

TABLE 2.3-3
Estimated Greenhouse Gas Emissions from Water Usage

Emission Source	Annual Emissions (CDE)
Proposed Project Water Usage	1,833 metric tons
Existing Water Usage from Buildings to be Removed	(1,357) metric tons
Net New Emissions	**476 metric tons**

Source: Rincon Consultants, Inc., 2011.

TABLE 2.3-4
Estimated Annual Mobile Emissions of Greenhouse Gases

Emission Source	Annual Emissions (CO_2E)
Proposed Project Mobile Emissions (CO_2 & CH_4)	7,561.08 metric tons
Proposed Project Mobile Emissions (N_2O)	439 metric tons
Proposed Project Total	**8,000 metric tons**
Proposed Project Mobile Emissions (CO_2 & CH_4)	(3,352.7) metric tons
Proposed Project Mobile Emissions (N_2O)	(201) metric tons
Proposed Project Total	**(3,554) metric tons**
Total	**4,446 metric tons**

Source: Rincon Consultants, Inc., 2011.

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3.0 Environmental Effects that Remain Not Significant

Similar to the previously certified Final EIR, the following environmental issues are not expected to have a significant impact as a result of the proposed project: Aesthetics, Agricultural Resources, Biological Resources, Cultural Resources, Geology/Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, and Utilities and Service Systems. A brief comparative summary of the proposed project consistency with the previous analysis is included below to demonstrate that there continue to be no significant impacts related to these issue areas.

3.1 Aesthetics

As stated in the COC Development Plan EIR, the proposed project site is not located near, or visible from, a scenic vista and/or scenic highway. The proposed expansion would not alter the visual character or quality of site or surrounding area, as it is currently developed with various urban uses, including industrial, office, commercial, and public facilities. Similar to the previously approved project, the proposed project would remove existing, older buildings, and replace them with similar, but more modern buildings, generally improving the visual character or quality of the site.

Similar to the original COC Development Plan, the proposed lighting for the proposed project would be controlled and parking lot lighting would utilize shielding to reduce ambient glare, and no highly reflective materials are proposed for construction of the buildings. The proposed project will be required to conform to the Light Pollution Code of the County of San Diego, and as such, consistent with the previously certified EIR, no significant new source of substantial light or glare in the area will occur as a result of the COC Expansion Project.

3.2 Agricultural and Forestry Resources

The project site is located in an urban and developed area and is currently developed with existing office and light-industrial buildings. The site does not contain any designated agricultural or forestry resources. Therefore, similar to the previously approved COC Development Plan Project, the proposed project would not result in any impacts to agricultural or forestry resources.

3.3 Biological Resources

The project site is located in an urban and developed area and is currently developed with existing office and light-industrial buildings. The site does not contain any biological resources, including, but not limited to, natural or native habitats, sensitive floral or faunal species, wildlife corridors, or wetlands. Therefore, similar to the previously approved COC Development Plan Project, the proposed project would not result in any impacts to biological resources.

3.4 Cultural and Paleontological Resources

3.4.1 Cultural Resources

As stated in the previously certified Final EIR, a records search was conducted using the California Historic Resources Inventory System (CHRIS) that is provided to the County by the South Coastal Information Center (SCIC). A total of 41 studies have been conducted within a one-mile radius of the project. Ten previously recorded cultural resources were identified within a one-mile radius of the project site although none were near the area of potential effect (APE).

The project site as defined in the original project was developed in the late 1960's to house the County's Operation Center and is completely disturbed. The added area adjacent to Chesapeake Drive was developed more recently and is completely disturbed. The development of the entire site precluded a cultural resources survey and Sacred Lands check and likely resulted in the disturbance and/or grading of five feet of soils for the building footprints and one to two feet of soil for the surrounding parking lot. Therefore, consistent with the previously certified Final EIR, the potential for undisturbed buried archaeological features or artifacts, human remains, or funerary objects within the proposed expansion area is extremely low. Furthermore, the existing buildings that would be demolished as part of the proposed expansion are not considered historically significant. As such, the proposed expansion would not result in significant impacts to historical resources.

Similar to the previously approved COC Development Plan Project, the proposed expansion will comply with Section 87.429 of the County's Grading, Clearing and Watercourses Ordinance that requires the suspension of grading operations when human remains or Native American artifacts are encountered. The proposed project will also comply with Section 7050.5 of the Health & Safety Code that requires excavation to be stopped in an area where human remains are found until a coroner can determine if they are Native American, and requires the coroner to notify the Native American Heritage Committee (NAHC) if the remains are Native American.

Therefore, similar to the previously approved COC Development Plan Project, the proposed project would not result in a significant impact to cultural resources.

3.4.2 Paleontological Resources

A review of the La Jolla Quadrangle of the State Division of Mines and Geology's (currently known as the California Geological Survey) Bulletin 200, Geology of the San Diego Metropolitan Area, California (1975) indicates that the project is underlain by the Linda Vista Formation. This formation potentially contains unique paleontological resources, as documented by T.A. Demeré, and S.L. Walsh (1994), in the unpublished report, Paleontological Resources of San Diego County.

Similar to the previously approved project, the proposed project will comply with the San Diego County Grading, Clearing and Watercourses Ordinance, Section 87.430, Paleontological Resources. Since an impact to paleontological resources typically does not occur until the resources are uncovered during

project construction, specifically excavation of native soils, this phase of construction will be monitored by a qualified paleontological monitor, per the ordinance. Therefore, similar to the previously approved COC Development Plan Project, the proposed project would not result in any impacts to paleontological resources.

3.5 Geology/Soils

As stated in the previously certified Final EIR, the project site is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, *Fault-Rupture Hazards Zones in California*. However, the site is located within eight kilometers of the centerline of a known active-fault zone (Rose Canyon Fault Zone) as defined within the Uniform Buildings Code's Maps of Known Active Fault Near-Source Zones in California. Proximity to an active-fault zone is not unique to the project site, as it is common for much of the San Diego region. In addition, the project site is not located within a geologic hazards area (i.e., an area subject to landslides, liquefaction, expansive soils, etc.). To ensure the structural integrity of all buildings and structures, and consistent with the previously approved project, the proposed project must conform to the Seismic Requirements – Chapter 16 Section 162 – Earthquake Design as outlined within the California Building Code. Section 162 requires a soils compaction report with proposed foundation recommendations to be approved by a County Structural Engineer before the issuance of a building or grading permit. In addition, standard engineering measures such as over-excavation, compaction, preparation of Stormwater Pollution Prevention Plan (SWPPP), and implementation of Best Management Practices (BMPs) are expected to adequately address any potential issues associated with geology/soils. Therefore, similar to the previously approved COC Development Plan Project, the proposed project would not result in a significant impact to geology/soils.

3.6 Hazards and Hazardous Materials

As stated in the previously certified Final EIR, the project is not located on a site listed in the State Hazardous Waste and Substance sites list compiled pursuant to Government Code Section 65962.5. In addition, based on a database search on September 27, 2011, conducted by BRG Consulting, Inc, the proposed expansion area is not located on a site listed in the State Hazardous Waste and Substance sites list compiled pursuant to Government Code Section 65962.5. However, as with the current uses within the project site, the proposed project will continue to use and store small amounts of hazardous materials associated with common office cleaners and solutions used for landscaping and maintenance. In addition, the handling and storage of hazardous materials and vector controls, and light industrial and medical laboratories are present on and around the COC site, which will continue with the implementation of the proposed project. However, the use of hazardous substances will be in full compliance with federal, state, and local regulations. In addition, the proposed project will be required to comply with the regulations of the County of San Diego Department of Environmental Health (DEH) Hazardous Materials Division (HMD).

It is possible that the existing facilities on the proposed expansion area contain hazardous materials such as asbestos and/or other hazardous substances (i.e., lead-based paint). If such materials are found, the demolition process could potentially result in the release of these materials to the nearby environment. To preclude such an effect, prior to demolition or disturbance, all buildings proposed to be demolished would

be surveyed to test for asbestos-containing building materials and lead-based paint. All activities associated with asbestos would be conducted under the direct supervision of a certified asbestos consultant, subject to the approval of the jurisdictional agency (i.e., APCD, DEH). If such materials are found, analysis, removal and disposal shall be performed in conformance with federal, state, and local regulations. In addition, the proposed project will be required to obtain an Asbestos Notification of Demolition and Renovation Permit from the San Diego APCD.

Demolition of the existing COC will involve the removal of an existing County fleet gas station, a garage/repair shop, and underground storage tanks (UST), along with the relocation of these facilities within the ground floor of the proposed parking garage under Phase 2. These uses involve handling of petroleum and other chemicals that, if released into the environment, could result in a potentially significant impact. Removal of USTs will be completed under the oversight of the DEH to ensure that tanks are safely removed, underlying soils are tested, and any required remediation takes place. To prevent the potential for unknown hazards or contamination during site development activities, as part of the proposed project design considerations (See Chapter 6), a soil management plan will be prepared by a Registered Engineer or Professional Geologist. The soil management plan would include guidance and procedures for identifying contaminated soils, or segregating and sampling soil generated during demolition and construction activities, public access, and soil disposal requirements for soil transported offsite. The plan will specify that if contamination is encountered during grading, work would stop and remediation would be carried out under the oversight of DEH. The implementation of the soil management plan during grading and construction will ensure that unknown contamination is not released into the environment and that DEH oversight of UST removals will ensure any contaminated soils are removed.

Based on a review of the Montgomery Field Airport Land Use Compatibility Plan (ALUCP), the proposed expansion area is located within Review Area 2 of the airport influence area (AIA). The AIA is the area in which requires land use and development be designed and reviewed for consistency with existing and projected airport operations, including limitations on building height, construction materials, and use designations. Limits on the height of structures are the only restrictions delineated in the ALUCP for Review Area 2. In addition, the Marine Corps Air Station (MCAS) Miramar is located less than three miles northwest of the project site and the project is also located within the AIA for MCAS Miramar. The ALUCP for MCAS Miramar, adopted October 2, 2008, identifies Accident Potential Zones (APZ) and associated land use compatibility guidelines based on a project's location within an APZ. The proposed project is not located within an APZ as identified in the MCAS Miramar ALUCP and therefore does not conflict with the plan. Furthermore, the project will comply with the California Land Use Planning Handbook's Safety Compatibility Criteria for Safety Compatibility Zones and all Airport Land Use Compatibility Policies for Montgomery Field Airport and MCAS Miramar. The project does not include the proposal of any distracting visual hazards and the project does not involve the construction of any structure equal to, or greater than, 150 feet in height, which could constitute a safety hazard to aircraft and/or operations from an airport or heliport.

In addition, the proposed project would not conflict with any Operational Area Emergency Plan; San Diego County Nuclear Power Station Emergency Response Plan; Oil Spill Contingency Element; Emergency Water

Contingencies Annex and Energy Shortage Response Plan; or Dam Evacuation Plan. Nor would the project expose people or structures to a significant risk or loss, injury or death involving hazardous wildland fires.

Therefore, similar to the previously approved COC Development Plan Project, compliance with the federal, state, local, and DEH regulations; issuance of an Asbestos Notification of Demolition and Renovation Permit from the San Diego APCD; preparation and implementation of a soil management plan; and consistency with all land use compatibility policies of the MCAS Miramar and Montgomery Field, the proposed project would not result in a significant impact from Hazards and Hazardous Materials.

3.7 Hydrology and Water Quality

Water Quality

The project site lies within the Mission San Diego hydrologic subarea, within the San Diego hydrologic unit. According to the Clean Water Act Section 303(d) list, July 2003, a portion of this watershed at the Pacific Ocean and mouth of the San Diego River is impaired for coliform bacteria. Constituents of concern in the San Diego watershed include coliform bacteria, total dissolved solids, nutrients, petroleum chemicals, toxics, and trash. The project proposes the following activities that are associated with these pollutants: building demolition and construction, landscaping, and building/site maintenance. However, similar to the originally approved project, the proposed project would include the preparation and implementation of a SWPPP for the project site and associated BMPs (site design measures and/or source control BMPs and/or treatment control BMPs) to be implemented during demolition, construction, and operation in order to reduce potential surface water pollutants. The proposed BMPs will be consistent with the regional surface water and stormwater planning and permitting process that has been established to improve the overall water quality in County watersheds. As a result the project would not contribute to a cumulative impact to an already impaired water body, as listed on the Clean Water Act Section 303(d) list.

Similar to the previously approved project, the proposed project is required to be consistent with the regulations of the regional surface water and stormwater permitting regulation for County of San Diego, Incorporated Cities of San Diego County, and San Diego Unified Port District, which includes the following: Order 2001-01 (NPDES No. CAS 0108758), adopted by the San Diego Regional Water Quality Control Board (RWQCB) on February 21, 2001; County Watershed Protection, Stormwater Management, and Discharge Control Ordinance (WPO); and, County Stormwater Standards Manual. In addition, the proposed project would adhere to the new Municipal Permit, Order No. R9-2007-0001, issued by the San Diego RWCQB on January 24, 2007, and effective January 25, 2008, which renews the National Pollutant Discharge Elimination System (NPDES) Permit No. CAS0108758 that was first issued on July 16, 1990 (Order No. 90-42), and renewed on February 21, 2001 (Order No. 2001-01). The proposed project will be required to be consistent with the requirements of the new Municipal Permit, such as low impact development (LID) measures provided in the *County of San Diego Low Impact Development Handbook, Stormwater Management Strategies* (December, 2007). LID stormwater management and design strategies are integrated into the design of the development project and may include methods such as infiltration, retention and detention basins, biofilters, and permeable pavement design. Similar to the original project analyzed under the previously certified Final EIR, runoff for the project site is currently collected with curb

inlets, catch basins, and storm drains. Under the new Municipal Permit Requirements, the water quality and hydrology of the project site would be altered so as to drain into onsite pervious areas for collection and absorption, rather than completely draining into the City's storm water system.

Furthermore, because the construction of the proposed project will disturb more than one acre of land, the County of San Diego will be required to enroll in the State Water Resources Control Board (SWRCB) Order No. 2010-0014-DWQ, of the NPDES General Permit No. CAS000002, Waste Discharge Requirements for Discharges of Storm Water Permit.

Therefore, similar to the previously approved COC Development Plan Project, the proposed project will not alter or impact the existing drainage of the site; as such, a less than significant impact to hydrology and water quality is identified.

Groundwater

Similar to the original project analyzed under the previously certified Final EIR, the proposed project would obtain its water supply from the City of San Diego, which obtains water from surface reservoirs or other imported water sources. The proposed project would not use groundwater for any purpose, including irrigation, domestic, or commercial demands. In addition, the proposed project does not involve operations that would interfere substantially with groundwater recharge. No impact is identified for this issue area.

Flooding, Seiche, Tsunami, and Mudflow

No FEMA mapped floodplains, County-mapped floodplains or drainages with a watershed greater than 25 acres, were identified on the project site; therefore, no impact would occur. Additionally, the project site is located within an urban and developed area that is not subject to a seiche, tsunami, or mudlfow. Therefore, similar to the previously approved COC Development Plan Project, the proposed project would not result in any impacts related to flooding, seiche, tsunami, and mudflow.

3.8 Land Use and Planning

The project is a County of San Diego project located within the City of San Diego. As a regional governmental agency, the County of San Diego can make independent land use entitlement decisions. Therefore, the project is not required to be consistent with the City of San Diego General Plan and Kearny Mesa Community Plan. However, it should be noted that the proposed land uses are generally consistent with those that currently exist on the project site. As such, consistent with the previously certified Final EIR, the implementation of the proposed project will not result in a significant impact to land use and planning.

3.9 Mineral Resources

Similar to the original project analyzed under the previously certified Final EIR, the proposed project area is classified by the California Department of Conservation – Division of Mines and Geology as an area of undetermined mineral resources (MRZ-3). The project site is located in an urban and developed area and is currently developed with existing office and light-industrial buildings, and no known mineral resources are

present. Therefore, similar to the previously approved COC Development Plan Project, the proposed project would not result in any impacts to mineral resources.

3.10 Noise

The following compares the findings of the *Noise Study Update – San Diego County Operations Center Development Plan – Chesapeake Property Expansion* (Rincon Consultants, Inc., September 2011) with the analysis contained within the previously certified Final EIR for the COC Development Plan and associated technical study, *Acoustical Site Assessment, County Operations Center, San Diego, CA* (Investigative Science and Engineering, Inc., August 8, 2007). The updated noise study is provided as Appendix C on the attached CD of Technical Appendices found on the back cover of this Addendum.

Methodology

For traffic-related noise, impacts are considered significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels. The *May 2006 Transit Noise and Vibration Impact Assessment* created by the Federal Transit Administration (FTA) recommendations were used to determine whether or not increases in roadway noise would be considered significant.

Table 3-1 shows the significance thresholds for increases in traffic related noise levels caused either by the project or by cumulative development. If residential development or other sensitive receptors would be exposed to traffic noise increases exceeding the above criteria, impacts would be considered significant.

Noise levels associated with existing and future traffic along project study area roadways were calculated using the Federal Highway Administration's Traffic Noise Model (TNM).

Construction Noise Levels

Based on the previously certified Final EIR, the average point-source propagation loss between the nearest receptor (430 feet) and the closest possible construction equipment would be approximately 18 decibels which would yield a worst-case aggregate construction noise levels at the closest receptors is 64.0 A-weighted decibel (dBA) or less. This level is below the City's construction noise abatement standard of 75 dBA. Therefore, under the original project, no significant noise impact due to construction activities was expected to occur.

The proposed project overall construction schedule is slightly altered compared to the schedule analyzed in the previously certified Final EIR. However, the construction hours per day and the overall amount of construction equipment onsite under the revised project would not be significantly altered compared to the previously approved project analyzed in the certified Final EIR. Based on the *Transit Noise and Vibration Impact Assessment* (Harris Miller Miller & Hanson Inc., May 2006), noise levels associated with heavy equipment typically range from about 76 to 89 dBA at 50 feet from the source. The grading and excavation associated with project construction tends to create the highest noise levels because of the operation of heavy equipment. Continuous operation of this equipment during a nine-hour workday can cause noise levels onsite and at adjacent receptor locations that are above ambient levels and could exceed applicable noise standards. However, as the closest receptor is approximately 430 feet from the

project site, noise levels would not exceed standards and impacts would be less than significant. In summary, the revised project would not result in new or greater noise impacts related to construction of the project.

Operational Noise Levels

Based on the previously certified Final EIR, the largest project related noise increase as a result of traffic would be 5.3 dBA CNEL, which would occur during Phase 3, west of Ruffin Road, along Hazard Way. However, no significant noise impacts are expected along this segment since the overall noise level is calculated to continue to be below the City's 65 dBA CNEL standard for the affected uses (i.e., commercial). A 4.9 dBA CNEL noise increase along Overland Avenue between Farnham Street and Clairemont Mesa Boulevard would be expected upon completion of Phase 3. However, no project-related impacts are expected because no sensitive receptors are located at this location and the land uses adjacent to this segment are of commercial/office/industrial nature. Therefore, under the original project, no significant noise impact would occur related to vehicular traffic.

Updated anticipated noise levels were generated using the TNM for the proposed project. Noise levels under existing conditions and existing plus project conditions are provided in Table 4 of the Updated Noise Study provided as Appendix C of this Addendum. Based on the Updated Noise Study, noise levels would exceed thresholds identified in Table 3-1 below. However, the closest sensitive receptor is approximately 430 feet from the project site and noise attenuates at varying rates from the point sources and roadways. Assuming an attenuation rate of 3 dB, based on the roadway that was found to generate the highest noise levels (71.4 dBA Leq on Clairemont Mesa Boulevard between Kearny Mesa Road and Kearny Villa Road under the cumulative plus project scenario), noise levels would be reduced to a maximum of 62.4 dBA Leq 400 feet from the site, which is below the City's 65 dBA CNEL standard for the affected uses (i.e., commercial). In addition, the project site is located in a highly urban area and noise levels would be blocked, or attenuated, by multiple buildings in the project vicinity by approximately 3 dB to 5 dB. Therefore, operational noise impacts would be less than significant under the proposed project.

Marine Corps Air Station Miramar/Montgomery Field Airport

MCAS Miramar is located less than three miles northwest of the project site and Montgomery Field Airport is located approximately one mile south of the project site. The project site is located within the AIA of the MCAS Miramar and within its CNEL 65 dBA contour. The project site is not located within the Montgomery Field CNEL contours. Office uses area considered compatible with the 65 dBA noise level associated with the MCAS Miramar AIA. Therefore, the project will be compatible with noise levels associated with the MCAS Miramar and Montgomery Field Airport. In summary, no significant noise impact has been identified with the implementation of the proposed project and no mitigation measures are required.

3.11 Population and Housing

The project site is located in an urban and developed area and is currently developed with existing office and light-industrial buildings. The site does not contain any residences, or necessitate construction of replacement housing. Therefore, similar to the previously approved COC Development Plan Project, the proposed project would not result in any impacts to population and housing.

3.12 Public Services

By its nature, the proposed project includes the construction of government facilities, the construction of which may result in significant environmental impacts to transportation/circulation and air quality, which were identified in the previously certified Final EIR, and are present under the proposed project as detailed in Chapter 2 of this Addendum. However, the proposed project does not create a demand for any other type of public services (e.g., fire, police, schools, parks, government facilities, etc.) that would result in physical adverse impacts to the environment. Therefore, similar to the previously approved COC Development Plan Project, the implementation of the proposed project will not result in a significant impact to public services.

3.13 Recreation

The project site is located in an urban and developed area and is currently developed with existing office and light-industrial buildings. The project would not include any residential uses for which recreation would be resultant, nor are any recreational facilities or parkland included as part of the proposed project. Therefore, similar to the previously approved COC Development Plan Project, the proposed project would not result in any impacts to recreation.

3.14 Utilities and Service Systems

Wastewater

The proposed project requires wastewater service from the City of San Diego Metropolitan Wastewater Department. Based on a *Preliminary Sanitary Sewer Study* prepared by Latitude 33 Planning and Engineering for the original project, the wastewater from the new COC will flow into three existing offsite municipal gravity sanitary sewer mains located adjacent to the project site that are documented to have adequate capacity to receive sewer flow from the project. All wastewater entering the City of San Diego's wastewater system is treated by the City of San Diego's Wastewater Treatment Plant, which is required to be consistent with the requirements of the San Diego RWQCB. Therefore, similar to the original project analyzed under the previously certified Final EIR, the proposed project will not require additional wastewater treatment services, nor would the project result in the construction of new wastewater treatment facilities or the expansion of existing facilities.

Water

Similar to the original project analyzed under the previously certified Final EIR, the proposed project is the reconstruction and expansion of existing government offices and related uses within and adjacent to the COC site. The proposed project requires water service from the City of San Diego Water Department. The proposed project would result in a slight increase in staff, with the relocation and consolidation of County facilities. Considering the current water demands of the COC, the proposed project would not result in a substantial increase in water demand. As such, there would be sufficient water supplies available to serve the project.

Stormwater

The City of San Diego maintains the stormwater drainage facilities on and adjacent to the project site. As stated above under Hydrology and Water Quality, there will be a mixture of existing and new storm drain conduits used for the proposed project and water quality basins and media filtration will be used for water quality treatment. Similar to the original project analyzed under the previously certified Final EIR, the proposed project will require minimal improvements to the stormwater facilities on and adjacent to the project site.

Landfill

Similar to the original project analyzed under the previously certified Final EIR, the proposed project would generate additional solid waste beyond that which is generated under the currently developed conditions. However, the amount of operational solid waste generated is expected to be incremental and related to the anticipated number of County employees at the site. All solid waste facilities, including landfills require solid waste facility permits to operate. In San Diego County, the County DEH, Local Enforcement Agency issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440 et seq.). There are five permitted active landfills in San Diego County with remaining capacity. Therefore, there is sufficient existing permitted solid waste capacity to accommodate the project's solid waste disposal needs. In addition, the proposed project will be required to comply with the County of San Diego Construction Recycling Ordinance dated March 21, 2007, which requires that all development projects greater than or equal to 40,000 square feet will be required to recycle 90 percent of inert materials and 50 percent of all other debris from construction and demolition projects. Currently, it is proposed that construction and demolition (C&D) materials from the project site would be taken to a C&D recycling facility in the County of San Diego. Some concrete/asphalt recycling may be conducted on the project site during demolition depending on the type of materials present onsite and if such materials are reusable.

3.15 Growth-Inducing Effects

Similar to the original project analyzed under the previously certified EIR, the proposed project is the reconstruction and expansion of existing government offices and related uses within and adjacent to the COC site. The project site is located within a fully developed and urban area, and does not include the development of housing nor would the project foster population growth in the area. In addition, the proposed project is not expected to directly induce growth in the surrounding areas, as no major extension of infrastructure is required to serve the expanded project site. Therefore, no growth inducing effects are anticipated as a result of the proposed project.

TABLE 3-1
Significance of Changes in Operational Roadway Noise Exposure

Ldn or Leq in dBA	
Existing Noise Exposure	**Allowable Noise Exposure Increase**
45-50	7
50-55	5
55-60	3
60-65	2
65-75	1
75+	0

Notes: Ldn = Day-Night Average Level; Leq = Equivalent Noise Level; dBA = A-weighted decibel
Source: Federal Transit Administration (FTA), May 2006.

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4.0 LIST OF REFERENCES

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5.0 LIST OF EIR PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED

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6.0 LIST OF MITIGATION MEASURES AND ENVIRONMENTAL DESIGN CONSIDERATIONS

6.1 Proposed Project

6.1.1 Transportation/Circulation

The following transportation/circulation mitigation measures are derived from the previously certified Final EIR for the COC Development Plan and are equally applicable to reduce significant transportation/circulation impacts associated with the proposed project. As discussed in Chapter 2, no new mitigation measures are required for the proposed project as no new or substantially greater impacts than what was analyzed in the previously certified Final EIR were identified for the proposed project.

Phase 1 Mitigation

MM T1 Widen from two-lane collector to four-lane collector with two-way left turn lane.

MM T2 If approved by the City of San Diego Engineer add a southbound overlap to the existing lane and re-stripe the northbound lanes to create three left turns; north-south phases to be split instead of protected. If the City Engineer does not accept this improvement, this mitigation is otherwise infeasible because the County cannot construct this improvement without the City's approval.

MM T3 Signalize the intersection with north-south approach protected and east-west approach with split phasing. Interconnect signal with Ruffin Road/Farnham Street. In addition, within the existing curb to curb, re-stripe the northbound lanes for two left turns.

MM T4 Signalize the intersection with north-south approach protected and east-west approach with permitted phasing. Interconnect signal with Ruffin Road/Hazard Way. In addition, within the existing curb to curb, re-stripe the northbound lanes for two left turns.

MM T5 Widen the southbound approach to one left-turn lane, one through-lane, and one right-turn lane (with an overlap).

MM T6 Add a northbound right-turn overlap.

MM T7 Within the existing curb-to-curb width, add one eastbound right-turn lane to provide two eastbound right-turn lanes. Extend southbound right-turn lane to accommodate additional queuing.

MM T8 Add a southbound and northbound right-turn overlap.

MM T9 Ramp widening on this ramp is infeasible. This ramp currently has three lanes, which per Caltrans design standards, is the maximum number of lanes that can be constructed for a freeway entrance ramp, thus no additional lanes can be added. However, as an alternative at this location, the project will provide additional storage on Clairemont Mesa Boulevard by adding an eastbound right-turn lane, which would adequately improve and mitigate the impact to the ramp meter by reducing the delay and queue at this location to an amount below the maximum allowed delay increase identified in the significance thresholds adopted by the City of San Diego.

MM T12 Provide a fair share (53.6 percent) towards local contribution of Phase 2 of the SR-163 Interchange project to reconfigure the northwest cloverleaf. This project has an existing Capital Improvement Plan. The SR-163 Interchange project is an improvement project to the Clairemont Mesa Boulevard and SR-163 Interchange. Phase 1was for the east side of the interchange, which has been constructed. Phase 2 will improve the west half of the interchange, which is in the design phase of construction.

This mitigation measure shall be implemented in Phase 1of the COC Development Plan project.

Phase 2 Mitigation

MM T13 Re-stripe from two-lane collector to two-lane collector with two-way left turn lane.

MM T14 Restripe from two-lane collector to two-lane collector with two-way left turn lane.

MM T16 Signalize the intersection with protected phasing at all approaches.

Phase 3 Mitigation

MM T17 Signalize the intersection with protected phasing at all approaches.

MM T18 Add one eastbound right-turn lane to provide two right-turn lanes.

MM T19 If approved by the City of San Diego Engineer, re-stripe the southbound approach to two left-turn lanes, one shared-left, one through–lane, and one right-turn lane and modify north/south phasing to split. If the City Engineer does not accept this improvement, this mitigation is otherwise infeasible because the County cannot construct this improvement without the City's approval.

Cumulative (Horizon Year) Mitigation

MM T20 Pay a fair share contribution towards restriping for one left-turn lane, one all-way lane, and one right-turn lane at the intersection of Balboa Avenue and I-15 SB Ramp.

6.1.2 Air Quality

MM AQ1 Zero emission VOC paints shall be utilized for all architectural coatings within the proposed COC Development Plan project development.

6.2 Environmental Design Considerations

Air Quality

In finding that impacts related to vehicle emissions for NO_x and CO would be significant, the previously certified Final EIR includes mitigation to assist in reducing emissions to the extent feasible. Based on the updated analysis, mitigation is not necessary since significant impacts have not been identified. However, Mitigation Measures AQ2 through AQ14 as detailed in the previously certified Final EIR have been included as design considerations to be implemented as part of the proposed project, which would further reduce air pollutant emissions.

- Installation of bike storage facilities.
- Provide on-site bicycle parking.
- Provide on-site eating, refrigeration and food vending facilities to reduce lunchtime trips.
- Increase street planting.
- Shade tree planting in parking lots to reduce evaporative emissions from parked vehicles.
- Implementation of on-site circulation design elements in parking lots to reduce vehicle queuing and improve pedestrian environment.
- Use of roofing material with a solar reflectance value meeting the EPA/DOE Energy Star rating to reduce summer cooling needs.
- Installation of built-in energy efficient appliances, where applicable.
- Installation of double-paned windows.
- Installation of low energy parking lot and street lights (i.e. sodium).
- Installation of energy efficient interior lighting.
- Installation of door sweeps and weather stripping when more efficient doors and windows are not available.
- Installation of high efficiency gas/electric space heating.

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Attachment B

Attachment B

RESOLUTION NO. ____

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN DIEGO REGIONAL BUILDING AUTHORITY AUTHORIZING THE EXECUTION OF THE FIRST AMENDMENT TO DISPOSITION AND DEVELOPMENT AGREEMENT

WHEREAS, the San Diego Regional Building Authority (the "Authority") was established for the purpose, among others, of providing for the financing of public capital improvements for its members, which include the County of San Diego (the "County"); and

WHEREAS, the County has administrative and other facilities in scattered locations and buildings that are obsolete, and the County wishes to consolidate and modernize its facilities in a central locations, and to provide facilities that will accommodate future needs; and

WHEREAS, the County is the fee owner of: (i) certain real property consisting of approximately 37.2 acres which is presently used for the County Operations Center ("COC Site"), more particularly described in Exhibit A to the Disposition and Development Agreement (the "DDA"), among the County, the Authority and Lowe Enterprises Real Estate Group, a California corporation (the "Developer") and (ii) certain real property consisting of approximately 19.5 acres which is currently used for the County Operations Center Annex (the "Annex Site"), more particularly described in Exhibit B of the DDA; and

WHERAS, the County sought proposals that would: (i) generate income for the Count through redevelopment of the COC Site and the contemporaneous development of the Annex Site with residential and/or commercial uses to offset or defray the County's costs of developing new County facilities; (ii) provide new office space to meet the County's current and projected space demands; and (iii) plan and phase the development of new County facilities to achieve or retain department/administrative clusters, allow departments to remain operational throughout the development process, and move affected departments into new quarters with a single move for each department, these objectives being collectively referred to as the "County Operations Center and Annex Redevelopment Project"; and

WHEREAS, the Authority has determined that contracting with the Developer on a negotiated basis is in the best interest of the Authority and the County and is the most likely method for the County Operations Center and Annex Redevelopment Project to be successfully completed; and

WHEREAS, the Developer was selected to plan, implement and develop the County Operations Center and Annex Redevelopment Project; and

WHEREAS, the County and the Authority determined that it was necessary and desirable to finance in part the County Operations Center and Annex Redevelopment Project through the issuance, sale and delivery of San Diego Regional Building Authority Lease Revenue Bonds (County Operations Center and Annex Redevelopment Project), Series 2008 (the "Bonds"); and

WHEREAS, the County, in consideration of the Authority's determination to assist with the financing of the County Operations Center and Annex Redevelopment Project as described above, agreed to indemnify and hold harmless both the Authority and the San Diego Metropolitan Transit System, as a member of the Authority, for any and all actions, claims, lawsuits, indentures or liabilities arising out of or in connection with the issuance of the Bonds and/or entering into the Facility Lease and the County Operations Center and Annex Redevelopment Project, as more particularly set for the in the Facility Lease; and

WHEREAS, in order to provide for the issuance of the Bonds and the financing of the County Operations Center and Annex Redevelopment Project, the County and the Authority entered into various agreements, including the following:

(1) the Indenture, dated September 1, 2008 (the "Indenture") among the Authority, the County and a bank or trust company named in the Indenture as trustee (the "Trustee");

(2) the DDA, dated September 24, 2008;

(3) the Site Lease (the "Site Lease"), dated September 1, 2008, between the County and the Authority;

(4) the Facility Lease (the "Facility Lease"), dated September 1, 2008 between the County and the Authority; and

(5) the Assignment Agreement (the "Assignment Agreement"), dated September 1, 2008, between the Authority and the Trustee.

WHEREAS, the County and Authority now desire to execute a First Amendment to the DDA to add approximately 7.166 acres to the site area and amend the scope of work for improvements on the COC site; and

WHEREAS, the County and the Authority acknowledge that the approval of the First Amendment to the DDA does not impact project financing for COC Phase 1 Redevelopment improvements.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED BY THE SAN DIEGO REGIONAL BUILDING AUTHORITY AS FOLLOWS:

First Amendment to Disposition and Development Agreement. The form of the First Amendment to Disposition and Development Agreement presented at this meeting is hereby approved and the Authorized Officers are hereby authorized and directed , for and in the name

and on behalf of the Authority, to execute, acknowledge and deliver the First Amendment to Disposition and Development Agreement in substantially the form presented at this meeting with such changes therein as the officers executing the same may approve, such approval to be conclusively evidenced by the delivery and execution thereof.

PASSED and ADOPTED this November 3, 2011.

_____
Chairman

ATTESTED:

_____
Secretary

Attachment C

Attachment C

FIRST AMENDMENT
TO
DISPOSITION AND DEVELOPMENT AGREEMENT

THIS FIRST AMENDMENT TO DISPOSITION AND DEVELOPMENT AGREEMENT (this "**First Amendment**") is entered into as of _____ ___, 2011 ("**Effective Date**"), by and among the SAN DIEGO REGIONAL BUILDING AUTHORITY (the "**Authority**"), the COUNTY OF SAN DIEGO, a political subdivision of the State of California (the "**County**") and LOWE ENTERPRISES REAL ESTATE GROUP (formerly known as Lowe Enterprises Real Estate Group – West, Inc.), a California corporation (the "**Developer**"), to amend that certain Disposition and Development Agreement dated September 24, 2008, between the Authority, the County and the Developer (the "**Agreement**") for the development of the County Operations Center as defined in the Agreement ("**COC Site**"), with reference to the following facts:

RECITALS

A. The Authority, the County and the Developer (each, a "**Party**," and collectively, the "**Parties**") entered into the Agreement for, among other things, the development of the COC Site;

B. The County owns approximately 7.166 acres of real property located at 9225-9295 Chesapeake Drive, San Diego, California, (the "**Chesapeake Site**") which consists of Assessor's Parcel No. 369-210-12, and (ii) Assessor's Parcel No. 369-210-13; and

C. The Parties desire to include the Chesapeake Site as part of the site area contemplated for development under the Agreement and to amend the Agreement to reflect the additional agreements, scope of work, costs, schedules and other matters related to the development of the COC Site.

In consideration of the above recitals and the mutual promises contained in this First Amendment, the Parties agree to amend and supplement the Agreement as follows:

A. **AMENDMENT OF AGREEMENT**

1. Recital J is added to the Recitals as follows:

> "J. The County owns approximately 7.166 acres of real property located at 9225-9295 Chesapeake Drive, San Diego, California, (the **"COC Expansion Area"**). The Parties wish to include the COC Expansion Area in the site area of the Agreement and to reflect the additional agreements, scope of work, costs, schedules and other matters related to the COC Expansion Area, and include a revised Conceptual Site Plan, Phasing and Cost Estimates for the development of the COC Site.

2. Section 4.01(B)(3) of the Agreement is deleted in its entirety and replaced with the following:

> "(3) COC Phase 2A will consist of construction in accordance with the COC Phase 2A Project Documents of the following new works of improvement: one (1) office/warehouse building for the Registrar of Voters. COC Phase 2B will consist of construction in accordance with the COC Phase 2B Project Documents of the following new works of improvement: one (1) office building and one-half (1/2) of the parking structure. COC Phase 2C will consist of construction in accordance with the COC Phase 2C Project Documents of the following new works of improvement: one (1) office building and the remaining one-half (1/2) of the parking structure."

3. The first sentence of Section 4.05(M) of the Agreement is deleted in its entirety and replaced with the following:

> "(M) Owner and developer anticipate that Developer will prepare and submit up to fifteen (15) separate GMP proposals, one for each of the following parts of the Project:"

4. Subsection 4.05(M)(8) is added to the Agreement as follows:

> "(8) Registrar of Voters building, shell, core, tenant improvements and associated site work."

5. Exhibit A DESCRIPTION OF COC SITE is deleted in its entirety from the Agreement and replaced with Exhibit A DESCRIPTION OF COC SITE attached to this First Amendment.

6. Exhibit C-1 SUPPLEMENTAL BASIS OF DESIGN FOR PHASE 2 IMPROVEMENTS attached to this First Amendment is added to Exhibit C of the Agreement.

7. Exhibit D PROJECT SCHEDULE of the Agreement is deleted in its entirety from the Agreement and replaced with Exhibit D PROJECT SCHEDULE attached to this First Amendment.

8. Exhibit E DDA BUDGET of the Agreement is deleted in its entirety and replaced with Exhibit E DDA BUDGET attached to this First Amendment.

B. EFFECT OF AMENDMENT

This First Amendment shall be effective and binding on the Parties commencing upon its execution. Except as amended above, the Agreement shall remain in full force and effect. If there are any conflicts between the provisions of the Agreement and those of this First Amendment, the First Amendment shall control.

C. SIGNATURES

The Authority, County and Developer have executed this First Amendment on the date first written above.

AUTHORITY:

SAN DIEGO REGIONAL BUILDING AUTHORITY

By: _____
April F. Heinze, P.E.
Executive Director

DEVELOPER:

LOWE ENTERPRISES REAL ESTATE GROUP, a California corporation

By: _____
Michael W. McNerney,
Senior Vice President

COUNTY:

COUNTY OF SAN DIEGO

By: _____
April F. Heinze, P.E., Director
Department of General Services

APPROVED AS TO FORM:

_____
Lori A. Winfree,
Senior Deputy County Counsel

APPROVED AS TO FORM:

Manatt, Phelps & Phillips, LLP,
Attorneys for Lowe Enterprises Real Estate Group

_____
Timi Anyon Hallem, Counsel

EXHIBIT A

DESCRIPTION OF COC SITE

COC - PARCEL A

LEGAL DESCRIPTION
2011-0167-A COC DDA SITE 8-24-2011

THOSE PORTIONS OF LOTS 72 AND 78 OF THE RANCHO MISSION OF SAN DIEGO, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO THE PARTITION MAP OF SAID RANCHO MADE IN THE ACTION ENTITLED JUAN M. LUCO, ET AL, VS. COMMERCIAL BANK OF SAN DIEGO, ET AL, CASE NO. 348 ON FILE IN THE OFFICE OF THE COUNTY CLERK OF SAID SAN DIEGO COUNTY, TOGETHER WITH A PORTION OF MANUEL G. ROSA SUBDIVISION ACCORDING TO MAP THEREOF NO. 2857
FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT THE MOST EASTERLY CORNER OF KEARNY INDUSTRIAL TRACT, ACCORDING TO MAP THEREOF NO. 3414 FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE ALONG THE SOUTHEASTERLY LINE THEREOF AND THE SOUTHWESTERLY PROLONGATION OF SAID SOUTHEASTERLY LINE SOUTH 43°14'32" WEST 350 FEET AS SHOWN ON RECORD OF SURVEY MAP 6066, TO THE **TRUE POINT OF BEGINNING**; THENCE SOUTH 89° 06" EAST, 970.94 FEET, MORE OR LESS, TO THE EAST LINE OF THE WEST 1600 FEET OF SAID LOT 72; THENCE ALONG SAID LINE SOUTH 0° 54' WEST, 1351.92 FEET, MORE OR LESS, TO THE SOUTH LINE OF SAID LOT; THENCE ALONG SAID SOUTH LINE SOUTH 8° 05' WEST TO THE EASTERLY BOUNDARY OF LAND CONVEYED TO THE CITY OF SAN DIEGO BY DEED DATED February 3,1953 AND RECORDED IN BOOK 4790 PAGE 119 OF OFFICIAL RECORDS; THENCE ALONG THE BOUNDARY OF SAID LAND, NORTH 28° 59'55" WEST, 33.82 FEET TO THE BEGINNING OF A TANGENT 200 FOOT RADIUS CURVE CONCAVE EASTERLY; THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 57° 57'35" A DISTANCE OF 202.32 FEET; THENCE TANGENT TO SAID CURVE NORTH 27° 59'32" EAST 235.51 FEET; THENCE NORTH 62° '00'28" WEST 119.49 FEET TO THE BEGINNING OF A TANGENT 230 FOOT RADIUS CURVE CONCAVE SOUTHERLY; THENCE WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 28°04'00" A DISTANCE OF 112.67 FEET; THENCE TANGENT TO SAID CURVE, SOUTH 89° 55'32" WEST 34.33 FEET TO THE NORTHEAST CORNER OF LAND CONVEYED TO THE SAN DIEGO UNIFIED SCHOOL DISTRICT BY DEED DATED October 10, 1952 AND RECORDED IN BOOK 4711, PAGE 57 OF OFFICIAL RECORDS; THENCE CONTINUING SOUTH 89° 55'32" WEST ALONG THE NORTHERLY LINE OF SAID LAND 810.36 FEET TO THE NORTHWESTERLY CORNER OF SAID LAND, BEING ALSO AN ANGLE POINT IN THE EASTERLY BOUNDARY OF LAND DESCRIBED IN PARCEL I OF A DEED TO MANUEL G. ROSA AND WIFE, RECORDED September 14,1956 IN BOOK 6256, PAGE 454 OF

OFFICIAL RECORDS; THENCE NORTHERLY ALONG THE EASTERLY BOUNDARY OF SAID PARCEL 1, A DISTANCE OF 58.58 FEET MORE OR LESS TO A POINT ON THE SOUTHWESTERLY PROLONGATION OF THE SOUTHEASTERLY LINE OF LAND DESCRIBED IN PARCEL 2 OF SAID DEED; THENCE ALONG SAID PROLONGATION TO AND ALONG SAID SOUTHEASTERLY LINE OF PARCEL 2 AND ALONG THE NORTHEASTERLY PROLONGATION THEREOF NORTH 43°14'32" EAST, 1113.73 FEET, MORE OR LESS, TO **THE TRUE POINT OF BEGINNING,**

TOGETHER WITH ALL THAT PORTION OF LOT 70 OF SAID RANCHO MISSION IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO PARTITION MAP THEREOF NO, 330, ON FILE IN THE OFFICE OF THE COUNTY CLERK OF SAN DIEGO COUNTY, MADE IN THE ACTION ENTITLED JUAN M. LUCO, ET AL VS. THE COMMERCIAL BANK OF SAN DIEGO DESCRIBED IN QUITCLAIM DEED TO SAID COUNTY OF SAN DIEGO RECORDED APRIL 18, 1963 AS FILE/PAGE 67102, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EAST LINE OF THE WEST 1600.00 FEET WITH THE SOUTH LINE OF SAID LOT 72; THENCE WESTERLY ALONG THE SOUTH LINE OF SAID LOT; A DISTANCE OF 487.09 FEET; THENCE SOUTH 88°42'40" EAST, 486.85 FEET TO A POINT IN THE SOUTHERLY PROLONGATION OF THE EAST LINE OF THE WEST 1600.00 FEET TO SAID LOT; THENCE NORTH 00°54'00" EAST, 18.89 FEET TO THE POINT OF **BEGINNING.**

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE CITY OF SAN DIEGO BY DEED RECORDED APRIL 22, 1963 AS FILE/ PAGE 68960 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM that portion of said land lying Southerly and Westerly of the following described line:

COMMENCING at the most Westerly corner of that portion of said land as depicted on Record of Survey Map No. 6066, on file in the Office of the County Recorder of said County; thence North 89°53'32" East, along a Southerly boundary of said land 844.69 feet to the beginning of a tangent 230 foot radius curve, concave Southerly; thence Easterly along the arc of said curve, through a central angle of 7°35'10", a distance of 30.45 feet to the TRUE POINT OF BEGINNING; thence leaving said Southerly boundary North 0°55'33" East, 502.06 feet; thence North 89°07'27" West, 439.46 feet to a point on the Northwesterly boundary of said land and the POINT OF TERMINUS.

COC - PARCEL B

Parcel No. 2011-0140-A1 (8-4-2011) (TGH:RWN:tgh)

That Real Property in the City of San Diego, County of San Diego, State of California, more particularly described as follows:

Parcel 3 of Parcel Map No. 6479, in the City of San Diego, County of San Diego, State of California filed in the Office of the San Diego County Recorder, October 25, 1977, as File No. 77-440159 of Official Records.

Containing more or less = 3.16 Ac.

APN – 369-210-12

COC - PARCEL C

Parcel No. 2011-0140-A2 (8-4-2011) (TGH:RWN:tgh)

That Real Property in the City of San Diego, County of San Diego, State of California, more particularly described as follows:

Parcel 2 of Parcel Map No. 6479, in the City of San Diego, County of San Diego, State of California filed in the Office of the San Diego County Recorder, October 25, 1977, as File No. 77-440159 of Official Records.

Containing more or less = 4.00 Ac.

APN – 369-210-13

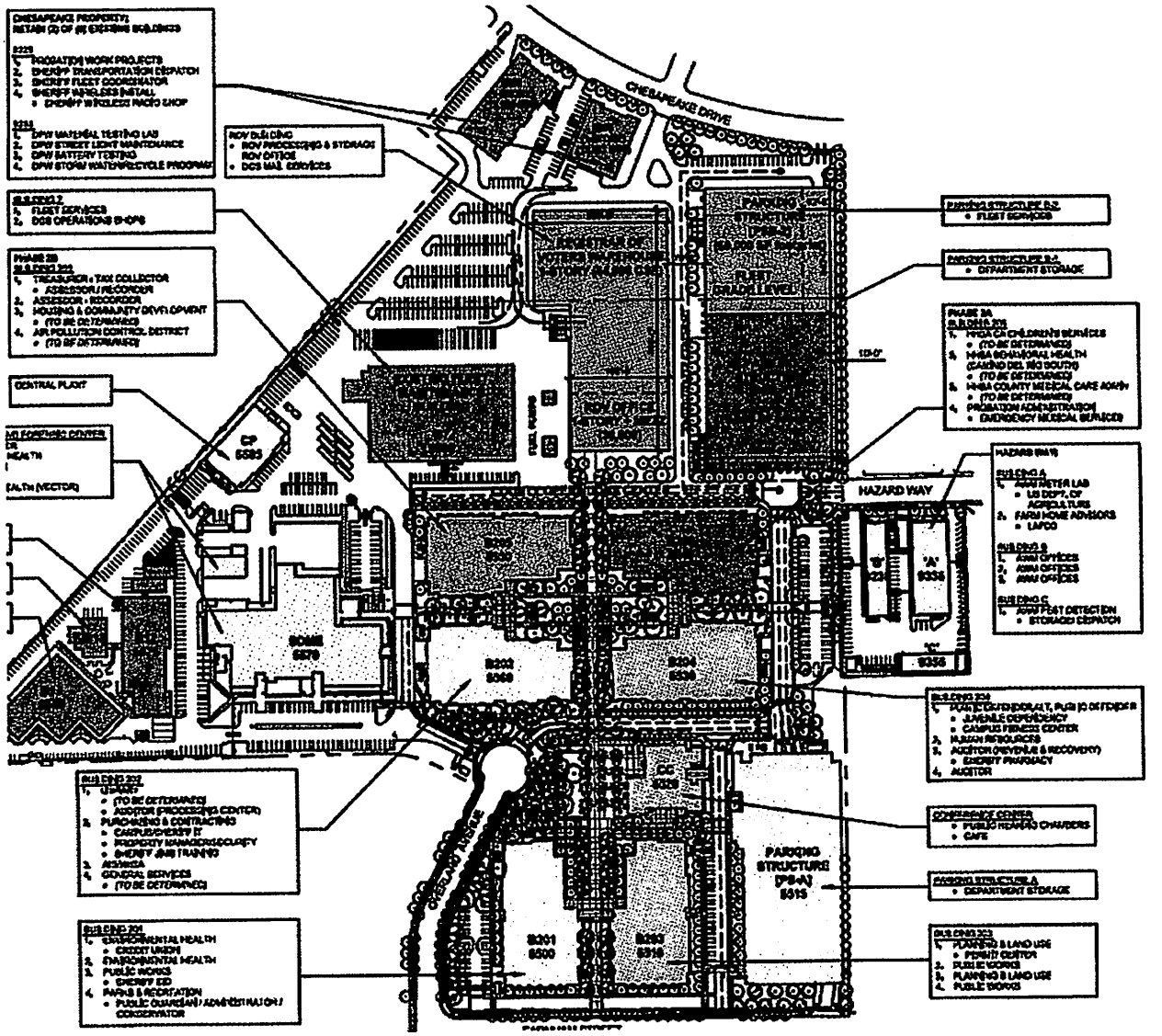
EXHIBIT C-1

SUPPLEMENTAL BASIS OF DESIGN FOR PHASE 2 IMPROVEMENTS

[See Attached]

Chesapeake Expansion – Registrar of Voters

Core & Shell Outline Specification



October 10, 2011

CORE & SHELL OUTLINE SPECIFICATION

INDEX

Chesapeake Expansion – Registrar of Voters

Core & Shell Outline Specification

1.0 GENERAL REQUIREMENTS

1.1. Intent: The intent of this specification and the accompanying drawings is to outline the scope of work for the design and construction of the Chesapeake Expansion – Registrar of Voters ("the Project"), an office and warehouse development with surface parking to be located south of Chesapeake Drive and north of the County Operations Center in the Kearny Mesa area of San Diego. The Project will include the following components (all areas are approximate):

Site
The site is comprised of 7.16 acres (311,890 square feet). Refer to Exhibit A attached for the ALTA survey, dated June 5, 2002.

Office and Warehouse: The type of construction shall be Type V, Non-rated, Sprinklered.

Three (3) structures including office and warehouse uses, providing the following gross areas:

Occupant	Office Area (gsf)	Warehouse Area (gsf)	Total Area (gsf)
Registrar of Voters	33,000	87,000	120,000
Various occupants to be located in existing structures 9225 and 9255 Chesapeake Drive	TBD	TBD	29,299

The total gross building area is therefore 149,299 gsf.

Contractor will work in a design-assist role with Developer, Architect, and other members of the design team. Contractor and Developer acknowledge that a complete design is not available as of the date of this Outline Specification. Therefore Contractor shall utilize these Outline Specifications to prepare an estimate of the complete cost of the project based on the design criteria established herein.

Workers employed on this project shall be paid at least the general prevailing rate of per diem wages, and the general prevailing rate of per diem wages of holiday and overtime work, as determined by the Director of the California Department of Industrial Relations. Copies of the Director's determination are available to any interested party on request.

The work includes, but is not limited to that listed below. The work is to be performed concurrently with the Phase 2 work identified in Exhibit C, the Basis of Design, of the Disposition and Development Agreement. The site condition at the completion of

Phase 2 is depicted in Exhibit C to this Outline Specification. Note that Parking Structure B is intended to be constructed as a single structure, rather than two, phased structures as represented therein. Also note that all work identified as Phase 2A, Phase 2B and Phase 2C is intended to be constructed concurrently as a single phase of the work.

1. Abatement, as needed, and demolition of four existing warehouse/office building totaling approximately 72,700 sf while maintaining occupancy of the remaining two buildings;

2. Renovation of the two remaining buildings located at 9225 and 9255 Chesapeake Drive. Renovations include all recommendations listed in the Opinions of Probable Costs excerpted from the Draft Property Evaluation report prepared by Building Analytics, dated September 28, 2011, and included here as Exhibit B. Also included is an allowance of $25/gsf for tenant improvements, and $30/gsf for FF&E.

3. Grading, on-site and off-site work required to create the new building pad and surface parking areas, including the removal of the existing, approximately eight foot grade change at the southeasterly corner of the expansion site, resulting in a level pad with surface grades generally descending from north to south, and the necessary utility extensions, connections, and improvements.

4. The construction of the Registrar of Voters (ROV) building, including warehouse areas; office core, shell, tenant improvements, and sitework and off-site utility extensions for sewer, water and storm drain in order to connect to adjacent public facilities in the surrounding streets.

All work will be performed in a good and workmanlike manner consistent with the standards of the industry.

1.2 Guarantees: All materials and equipment incorporated into this project will be new. Contractor will guarantee all work to be free from defects of workmanship and materials for one (1) year, unless otherwise noted, from the date of substantial completion.

1.3 Permits, Licensing, Fees: Contractor will give the proper authorities all notices as required by law relative to the work of this Project, obtain building permits, licenses, and apply for other permits required for construction. Developer shall pay all plan check fees, permit fees, and development fees.

1.4 Codes: Subject to Section 1.3 above, Contractor will be responsible for complying with all building codes and zoning ordinances applicable to this project, including the local Building Codes and the Occupational Safety and Health Act provisions applicable to construction sites. All design and construction will be in conformance with the current version California Building Code and any City of San Diego Code Amendments. All materials and workmanship used to connect to public utilities will conform the City of San Diego's standards and applicable codes and regulations.

1.5 LEED: the ROV building shall be designed and constructed to obtain a LEED Silver certification by the USGBC. Developer shall pay all costs associated with LEED required filing fees, and consulting services. Contractor shall be responsible for

required construction documentation, submittals, commissioning, etc. to achieve the LEED Silver certification.

The renovations to 9225 and 9255 Chesapeake Drive do not include LEED certification.

1.6 Safety: Contractor will develop and implement a comprehensive safety program to ensure a safe successful project. This program will include many components such as injury and illness prevention plan, an emergency management plan, subcontractor's safety compliance program, accident investigation/reporting procedures and continuing education.

1.7 Project Management: Contractor will designate a full time employee who will be responsible for the work of this Project. Contractor's project manager will be responsible for issuing all notices and communications affecting the Project on a timely basis, interfacing the Project with the local and state building and regulatory authorities, managing the work of Contractor's own forces and selected subcontractors, and coordinating and implementing any changes in the work into the design and construction of the Project. Contractor's project manager will have full authority to make decisions for and represent Contractor's interests in matters related to cost, scheduling, and execution of the work.

1.8 Field Supervision: Contractor will furnish a full time employee who will act as field superintendent until substantial project completion. The field superintendent will be experienced and will be familiar with the specific materials and systems. The field superintendent will be responsible for adequately planning and directing subcontractors on the jobsite, maintaining on site records required by governmental authorities, layout and dimensional control of the Project's structures and monitoring the completed work for compliance with the contract drawings and specifications.

1.9 Temporary Construction: Contractor will furnish all temporary construction as needed for this project. Temporary construction will include weather-tight enclosures, temporary roadways and parking areas, erosion control structures, material staging and laydown areas, material storage structures and enclosures, enclosures for tools and other equipment, and heated and air conditioned field offices with appropriate facilities for storing plans, records, and other supplies necessary to the field management of the project. Contractor will furnish and install field offices for the private use of Developer, including furnishings, copier and copier service, electrical, sewer, water, telephone and data service, and office incidentals. Perimeter construction site fencing will be installed to protect public pedestrian traffic during the construction process and will be coordinated with the appropriate City officials and subject to their approval.

1.10 Temporary Utilities: Owner will furnish temporary water and electric utility service necessary to the Project. Contractor shall provide temporary telephone service, data, toilets and other sanitary facilities.

1.11 Protection: Contractor shall be responsible for the protection of materials and work in place or stored at the jobsite, whether from dampness, vandalism, theft, collapse, and abuse. This effort will include the provision of temporary erosion control facilities, implementation and maintenance of SWPPP measures, and installation of permanent water quality BMPs.

1.12 Where the requirements of these specifications conflict with the requirements of the referenced documents, Contractor shall request clarification regarding which is to prevail.

1.13 Clean–up: Contractor will be responsible at all times to keep the premises free from excessive accumulations of waste materials and/or rubbish. Periodically, Contractor shall remove all rubbish and waste materials from the building and the construction site, and at the completion of the Project, all debris, tools, scaffolding, and surplus materials will be removed and the Project will be left in a "broom clean" condition.

1.14 Insurance: Developer and Contractor assume participation in an OCIP program consistent with that provided for the construction of Phase 1 of the County Operations Center project.

Chesapeake Expansion – Registrar of Voters

Core & Shell Outline Specification

2.0 SITE DEVELOPMENT

2.1. Clearing, Grading and Earthwork: Contractor will demolish, clear, strip, excavate, backfill, rough and fine grade as shown on the plans or required for the project all within the limits of construction indicated on the plans. All grading work within and outside of the areas of the proposed structures will be performed in accordance with the properly engineered and prepared construction documents, the requirements of the governmental authority having jurisdiction and recommendations contained in the Geotechnical Investigation Report. All demolition and abatement measures shall comply with County of San Diego and city of San Diego requirements for recycling and handling and treatment of hazardous materials if present.

All earthwork within the area of the building structures or in areas to receive bituminous or concrete paving outside the areas of the building structures will be cut and filled to the grades shown on the plans with undercut allowances for structural pavement and hardscape sections and landscape installation considerations. Work in these areas will utilize approved material; and will be observed, tested and approved by an independent soils engineer.

All excess materials will be removed from the site and disposed of by Contractor or temporarily stockpiled with temporary erosion control and stabilization measures, on-site in a location acceptable to Developer.

Contractor's estimate is based on soils at the site being suitable for the proposed development and capable of supporting the anticipated foundation systems based on a design bearing capacity ranging from 2,000 to 4,000 psf at approximately two feet or more below existing grade.

2.2. Exterior Concrete: Contractor will furnish and install all of the exterior concrete work shown on the accompanying drawings. Where not clearly indicated on the accompanying drawings, Contractor shall assume that necessary concrete walkways, parking islands, truck docks, v-gutter, and other similar site work improvements are included as is typical of projects of similar character. Concrete sidewalks are to be a combination of broom finish and water-washed grey concrete finishes to match those at the new COC campus. Cast in place concrete curb sections and integral curb and gutter sections are to be furnished where required for proper drainage.

All exterior concrete work will be constructed utilizing the appropriately designed concrete mixture(s). All work will be properly jointed for thermal movement, reinforced as required, and placed on properly compacted material.

Unless otherwise indicated, all site work and improvements shall utilize San Diego Regional Standard Drawings, Regional Standard Plans for Public Works Construction, and the "Greenbook", Standard Specifications for Public Works Construction 2009, or later versions.

2.3 Telephone, Data, Gas, Electric and Cable T.V. Utilities: Developer will coordinate the service entrances with the serving utility companies. Services shall be designed

such that the ROV building utilizes a dedicated service, independent from those services provided to the existing buildings remaining on the site.

The telephone service for the ROV building shall be copper cable or fiber optic cable fed via two (2) four-inch (4") conduits from a new AT&T service location located on Chesapeake Drive, routed to the Main Telephone Room located in the warehouse.

The CATV service for the ROV building shall be fed via two (2) two-inch (2") empty conduits from a new Time Warner service location located in Chesapeake Drive routed to the Main Telephone Room located in the warehouse.

For future secondary service, two (2) four-inch (4") and two (2) two-inch (2") empty conduits shall be routed from the property line at Chesapeake Drive to the Main Telephone Room located in the warehouse.

For future interconnectivity, four (4) four-inch (4") conduits shall be routed from the south edge of the construction area to the Main Telephone Room. The conduits shall be capped and located for future extension.

Developer will extend the existing Gas service in Chesapeake Drive to serve the ROV building rooftop boilers.

Contractor will interface its work with the appropriate utility companies, and will provide connection to such utilities for complete and operable systems. The labor, materials, equipment, and workmanship for utility work will conform to the standards of the various utilities. Work performed by the serving utility will be paid for by the Developer.

2.4 Water Service: Contractor will provide private domestic water service with metered backflow, properly isolated from the nearest public mains, separate site irrigation services with meter backflow, and public fire water service.

Public fire services with fire hydrants and fire department connections will be provided at locations per City of San Diego Fire Department requirements. The domestic and fire service water mains will be PVC with appurtenances per City of San Diego Sewer and Water Design Guide, approved materials list, with installation per San Diego Regional Standard Drawings and Greenbook 2009 Standard Specifications.

Reclaimed water service is not available in the area. All landscape irrigation systems shall be installed in accordance with City San Diego landscape technical manual requirements.

2.5 Storm Drainage: Storm water collected from surface parking and building rooftops will be routed through landscaping or filtration boxes prior to connecting to existing City of San Diego storm drain improvements. Rip-wrap or other diffusing devices will be installed to prevent erosion in areas adjacent to roof drain outlets.

Drainage structures including clean outs, curb inlets, grated inlets shall be in accordance with regional standard drawings, and green book 2009 standard specifications. High density polyethylene pipes may be substituted for RCP provided they meet all ADS N – 12 ST IB or equivalent specifications. Roof downspout connections, area drains and landscape drains shall be PVC. Surface runoff and sheet flows from parking and drive aisles shall be controlled by installation of concrete

curbs or curbs and gutters and directed to points of collection such that cross lot, sheet flows from the site are eliminated.

Storm water quality measures shall be designed in accordance with the California regional water quality control Board waste discharge requirements for discharges of urban runoff from the municipal separate storm sewer systems draining watersheds of the County of San Diego. Water quality control measures shall include bio swales, rip-rap drop structures, detention basins, and water quality filtration measures such as media filters or Filterra Inlet devices.

Contractor includes installation of temporary erosion control measures and site stabilization,.

2.6 Sanitary Sewer: Contractor will provide a private sanitary sewer main onsite for service to the ROV building. Public and private sewer lines serving the buildings are to be designed in accordance with city of San Diego sewer design guidelines utilizing materials and installation techniques for public sewer mains according to regional standard drawings and green book specifications.

Work within the public right-of-way will require permits and traffic control measures, as well as work by City forces for inspection and connections to City mains.

2.7 Landscaping, Irrigation, and Site Work: Contractor shall provide an independently controlled irrigation system, separate from that controlling the existing buildings remaining on site. Contractor shall provide safe-off, selected demolition, and repair to the irrigation systems serving the existing buildings remaining on site to allow them to function independently of the ROV irrigation system. The ROV irrigation controller shall be sized adequately to allow the future connection of the Parking Structure B irrigation system to the ROV controller. Irrigation master control valves are to be in a normally closed condition.

Existing drive entrances, two (2) from Chesapeake Drive, are to remain, and one(1) is to be relocated to align with Chesapeake Court. Contractor shall install one (1) additional drive entrance from Chesapeake Drive and complete all associated encroachment permit work required within the public street.

Contractor includes new monument signage at all drive entrances.

Contractor shall remove the chain link fence at the property line between the COC campus and the Chesapeake expansion, and shall install new, non-scalable chain link fencing along the east and west property lines north of the COC. Contractor shall install new decorative fencing, matching that at the COC, along Chesapeake drive between the existing buildings remaining on site. Contractor includes motorized gates, matching those at the COC at each drive entrance.

2.8 Paving and Surface Improvements: all concrete pavement work, concrete flat work and curbs within the vehicular circulation areas shall be constructed to city of San Diego regional standard drawings, and green book standard specifications for public works criteria. Estimated site the vehicle improvement sections should be consistent with those pavement sections specified for the COC site improvements. Final payment cross sections shall be based upon soils engineer's R-value tests, and final determination of required traffic indexes (TI's). All parking spaces shall be either labeled "Visitor" or "Reserved". All "Reserved" spaces shall be sequentially numbered.

2.9 Exterior Lighting:

2.8.1 Building Entrances: Building entrances and soffits shall be illuminated with recessed fluorescent downlights.

2.8.2 Exterior lighting serving the ROV building shall be circuited to, and controlled from, the main electrical room located in the warehouse.

2.8.3 Sidewalks: Pedestrian lighting shall be provided adjacent to walkways in accordance with the landscaping solution developed as part of Paragraph 2.7. These fixtures shall be consistent with those provided at the new main COC Overland campus.

2.8.4 Exterior lighting shall include pole-mounted luminaires, consistent with those specified for the COC site, to illuminate all parking, driveways, walkways, points of ingress/egress, and landscaped areas per IES recommendations. Building-mounted directional luminaires shall be used to illuminate the truck docks.

2.8.5 Contractor includes site furnishings including tables, umbrellas, trash cans, and ash urns, as specified for the COC site.

2.10 Off-Site Improvements: The necessary off-site improvement work will include the new driveway entrance and the necessary sidewalk, curb, gutter. ADA curb ramps, road base and bituminous asphalt replacements at Chesapeake Drive as required to allow construction of the Project. This work will be completed in accordance with the City of San Diego requirements. An allowance for all off-site improvements is included in Section 10.0 of this specification.

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3.0 FOUNDATION / SUPERSTRUCTURE

3.1. General: Vertical and lateral load resisting capacity will be provided as required by the applicable building codes.

3.2. Foundation: Foundation and slab on grade will be designed in accordance with the recommendations noted below. Grading

3.2.1. Earthwork should be observed, and compacted fill tested by representatives of the geotechnical engineer. Developer will be responsible for the cost of geotechnical testing and inspection.

3.2.2. Grading of the site should commence with the removal of existing improvements, vegetation, and deleterious debris. Deleterious debris, if encountered, should be exported from the site and should not be mixed with the fill. Existing underground improvements within the proposed building areas should be removed and the resulting depressions properly backfilled in accordance with the procedures described herein. Existing surface improvements including asphalt pavement and concrete curbs and walks to be removed in this phase should be recycled or reused in accordance with applicable city and County of San Diego guidelines.

3.2.3. Portions of the undocumented fill should be removed and replaced with properly compacted fill within the area of the planned structure. In addition, the existing materials should be undercut a depth of at least 3 feet below planned foundations and below the concrete slab-on-grade and replaced with properly compacted fill. The removals should be measured from existing grade or from planned foundation elevation, whichever results in a deeper excavation.

3.2.4. The removals for the foundations should extend a lateral distance of at least the depth of removal outside the foundation. The minimum lateral removal distance should be 5 feet outside the planned building area. The actual extent of removals should be evaluated in the field by the project geotechnical engineer.

3.2.5. In the planned parking areas, the upper 3 feet of the existing grade or finish grade elevation, whichever results in a deeper excavation, should be removed and replaced with compacted fill. The removal depths can be limited where formational materials are encountered.

3.2.6. Excavated soil that is generally free of deleterious debris and contamination can be placed as fill and compacted in layers to the design finish-grade elevations. Fill and backfill materials should be compacted to a dry density of at least 90 percent of the laboratory maximum dry density near to slightly above optimum moisture content as determined by ASTM Test Method D 1557. The upper 12 inches of fill beneath pavement areas outside the building structure should be compacted to a dry density of at least 95 percent of the laboratory maximum dry density near to slightly above optimum moisture content.

3.2.7. Import fill (if necessary) should consist of granular materials with a "very low" to "low" expansion potential (EI of 50 or less) free of deleterious material or stones larger than 3 inches and should be compacted as recommended above. The geotechnical engineer must be notified of the import soil source and will perform laboratory testing of import soil prior to its arrival at the site to determine its suitability as fill material.

3.3. Foundations

3.3.1. A portion of the ROV building can be supported on shallow foundations bearing in properly compacted fill. Foundations for the planned structures should consist of continuous strip footings and/or isolated spread footings. The remainder of the ROV building will be supported on cassions embedded a minimum of ten feet into native material.

3.3.2. Continuous footings should be at least 12 inches wide and extend at least 24 inches below lowest adjacent pad grade. Isolated spread footings should have a minimum width and depth of 2 feet.

3.3.3. Steel reinforcement for continuous footings should consist of at least four No. 5 steel reinforcing bars placed horizontally in the footings; two near the top and two near the bottom. Steel reinforcement for the spread footings should be designed by the project structural engineer.

3.3.4. The minimum reinforcement recommended herein is based on soil characteristics only (EI of 50 or less) and is not intended to replace reinforcement required for structural considerations.

3.3.5. The recommended allowable bearing capacity for foundations with minimum dimensions described herein is 2,000 psf for footings bearing in properly compacted fill. The allowable soil bearing pressure may be increased by an additional 500 psf for each additional foot of depth and 300 psf for each additional foot of width, to a maximum allowable bearing capacity of 4,000 psf for footings. The values presented herein are for dead plus live loads and may be increased by one-third when considering transient loads due to wind or seismic forces.

3.3.6. Foundation excavations should be observed by the geotechnical engineer prior to the placement of reinforcing steel to check that the exposed soil conditions are similar to those expected and that they have been extended to the appropriate bearing strata. If unexpected soil conditions are encountered, foundation modifications may be required.

3.4. Concrete Slabs-on-Grade

3.4.1. Interior concrete slabs-on-grade for the buildings should be at least 5 inches thick. As a minimum, reinforcement for slabs-on-grade should consist of No. 4 reinforcing bars placed at 18 inches on center in both horizontal directions.

3.4.2. Due to the planned fill left in place and the existing differential fill depths, some cosmetic distress should be expected within the concrete. The Contractor includes an increased amount of steel reinforcement and the spacing of the crack control joints.

3.4.3. 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 equipment and storage loads.

3.4.4. Concrete slabs on grade should be underlain by 3 inches of clean sand to reduce the potential for differential curing, slab curl, and cracking. Slabs that may receive moisture-sensitive floor coverings or may be used to store moisture-sensitive materials should be underlain by a vapor retarder placed near the middle of the sand bedding. Contractor assumes that the entire ROV office and warehouse areas will receive vapor retarder. The vapor retarder used should be specified by the project architect or developer based on the type of floor covering and storage anticipated. 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).

3.4.5. To control the location and spread of concrete shrinkage cracks, crack control joints should be provided. The crack control joints should be created while the concrete is still fresh using a grooving tool, or shortly thereafter using saw cuts. The structural engineer should take into consideration criteria of the American Concrete Institute when establishing crack control spacing patterns.

3.5. The ROV structure consists of exterior precast shear resistant concrete tilt-up panels and structural steel interior floor with a composite concrete filled metal deck, and structural steel roof framing. A floor live loading of 80 lbs. per square foot (reducible per the applicable building codes) plus 20 lbs. per square foot partition allowance, will be used in designing typical office floor slabs.

3.6. Roof Structure will consist of a panelized wood roof consisting of steel girders and steel truss joist with wood purlins decked with structural grade plywood decking. Design of the roof structure will be 12lbs/sf dead load, 20/lbs/sf live load (reducible), except for areas supporting the roof mounted packaged air handler units serving the office areas. These areas will require increased structural framing, metal decking, and concrete fill.

3.7. Smoke hatch/skylights: 4' x 8' smoke hatch/skylight units will be installed in sufficient quantity so that the area of the units installed is equal to two percent (2%) of the total roof area. These units will be mounted on 2" x 10" wood curbs complete with appropriate cant strips and flashing.

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4.0 VERTICAL TRANSPORTATION

4.1. Elevators: One (1) hydraulic passenger/freight elevator will serve the second floor of the office portion of the building.

Capacity: 3,500 pounds

Speed: 125 fps

Travel: 14'-0"

Stops: Two

Finishes: Terrazzo floor, stainless steel wainscot and front panel, wood panel walls above wainscoting, six-panel reflective ceiling with recessed down lights.

There will be one (1) flush-mounted control panels in each car. A speaker/telephone will be installed in each car for emergency communication. Doors shall be bi-parting. A door opening mechanism will be designed for manual operation in the event of power failure. Hoistway entrance frames and doors are to be stainless steel. One elevator cab will be supplied with wall padding hooks and pads for protection during use as a service/freight elevator.

4.2. Stairs:

All exit stairs will be metal stringers with concrete filled metal pan treads and landings and metal risers. All exposed stair elements will be painted. Treads will be sealed, exposed concrete.

Roof access will be provided in one exit stair landing via ship's ladder with required fall protection, transfer landing, and hand rail extension at the roof level.

Metal pipe guardrails will be provided at all walls, landings and the outside edge of the stairs other than at the central stair. All exposed guardrail elements will be painted.

A central, architecturally enhanced stair will extend from the main lobby to the second floor of the ROV office area. Contractor shall include an allowance for the main lobby stair enhancements.

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5.0 ENVELOPE & EXTERIOR MATERIALS

5.1 ROV Building: The envelope and exterior materials shall be tilt-up concrete and glass storefront. The entire east elevation, and the office area facades at the north and south elevations shall be integrally colored, medium texture sand blasted tilt up panels resembling the pre-cast concrete panels employed at the County Operations Center. The remaining portions of the north and south elevations and the entire west elevation of the building exterior will be standard grey concrete tilt-up panels, painted with two (2) coats of paint. The paint scheme will include four colors. Interior and exterior panel to panel joists will be sealed with caulk.

The major building entrance directly to the office will be at one location on the south elevation of the building. The building façade at the ROV office areas will consist of concrete tilt-up panels, and glass and aluminum storefront and door system, including false windows in the warehouse tilt-panel walls. Material ratios are as depicted in the building elevations included in the document list. Aluminum thresholds will be provided at exterior doors. Major building entrances will be protected from rain by a decorative canopy above the doors.

Perimeter concrete tilt-up panels will be used to conceal mechanical equipment at the roof. The parapet height of the concrete tilt-up panels is as depicted in the building elevations included in the document list.

Building soffits will be cement plaster over metal lathe and metal stud framing.

Contractor includes 145 linear feet of decorative trellis at the south and east elevations of the ROV building. The trellis design will include tube steel supports and overhead tube steel frame. Tube steel posts will be encased in concrete to ten feet above grade, and finished to accent the warehouse exterior walls. Trellis will be lighted. The trellis is to be open. A roof is not required. The trellis will be similar to that provide at the COC campus.

5.2 Warehouse area: Three (3) dock-high loading bays with automatic dock levelers are required. Two (2) grade level roll-up doors 10'w x 12'h are also required.

Exterior man-doors will be 3'-0" x 7'-0" hollow metal doors set in hollow metal frames with appropriate hardware and weather-stripping, spaced around building perimeter to meet local exiting Code requirements. All exterior man-doors will be protected from rain by a drip guard installed above the door.

5.3 Insulation and Moisture Control: All exterior walls and spandrel glass areas adjacent to conditioned spaces, will be insulated between metal studs or aluminum mullions to meet R-11. Roof systems shall meet R-15 or better. Waterproofing will be installed at all below-grade exterior walls and at elevator pits.

5.4 Roofing: Contractor will install a single-ply PVC roofing membrane system at the office buildings and warehouse.

Roof system will include a ten (10) year manufacturer's No Dollar Limit warranty.

Roof areas will slope at a minimum of ¼" per 12" to exterior downspouts emptying onto concrete splash blocks. All downspouts, flashings and roof edge fascias will be galvanized sheet metal. The roof will slope a ridgeline oriented in the north –south direction and centered in the structure, to perimeter roof drains at the east and west elevations.

5.5 All roofs and flashings will be warranted by the manufacturer with a 10 (ten) year, no dollar limit, guarantee. Guarantee shall be transferrable at no cost.

The roof system will be complete including required flashing reglets and copings. All roof areas will be drained with interior downspouts and overflow drains daylighting at building soffits or on grade at the building exterior. Roof slope will be as required by the manufacturer's warranty.

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6.0 INTERIOR FINISHES

6.1 Scope of Base Building Finishes:

6.1.1 Office interiors:

a. Core area walls facing the building exterior are to be covered with gypsum board, taped and sanded and ready for paint. All other tenant area metal stud framing, gypsum board, taping and sanding, including the inside face of exterior walls, is to be installed as a part of tenant finishes.

b. Thermal insulation installed at exterior walls and spandrel glazing is included in the core and shell finishes.

c. Interior walls: Demising walls between warehouse and office areas are acoustically insulated, non-rated walls.

d. Wood doors: interior doors shall be 3'W x 7'H solid core stain grade wood. Provide silencers and door stops at all doors.

e. Finish Hardware: Provide commercial quality hardware, Schlage, Corbin, Yale heavy duty, or equal.

f. Drinking fountains: provide electric, chilled water drinking fountains outside of each restroom.

g. Spaces are finished as follows:

Area	Floors	Walls/Base	Ceilings	Light Fixtures	Others/Remarks
Main Entry Lobby	Terrazzo	Terrazzo base, glass and aluminum store front, wood panels and fabric wallcovering,	Painted articulated gypsum board open to the second floor .	Recessed down lighting and ornamental pendent fixture uplighting	Decorative rail at second floor balcony
Central Stair	Terrazzo	Precast Terrazzo treads and risers, paint	Drywall hardlid	Combination of sconces and recessed down lights	Stainless steel and cable railing.
1st Floor Elevator Lobby	Terrazzo	Terrazzo base, wood panels and fabric wallcovering,	Painted articulated gypsum board to maximum height of 10'-0" A.F.F.	Recessed down lights; wall sconces; and/or fluorescent light coves	
Exterior Tenant Entries	Decorative concrete	Paint, aluminum storefront	Plastered soffits and decorative steel entry canopies.	Exterior downlights in soffits, wall mounted sconces at door ways.	
Elevator Equip Room	Sealed Concrete	Fire taped gypsum board; rubber base	Exposed structure	Ceiling hung fluorescent with wire guards	
Main Telephone and Electric MPOE Room	Sealed concrete		Drywall hardlid	Ceiling hung fluorescent with wire guards	In warehouse
Telephone and Electrical Rooms	Resilient flooring		Drywall hardlid	Ceiling hung fluorescent with wire guards	In warehouse
Janitor Room	Resilient flooring	Fire taped gypsum board, water resistant panels adjacent to service sink/rubber base	Exposed structure	Ceiling hung fluorescent with wire guards	Mop hooks and utility shelf
Exit Stairs	Sealed concrete metal pan filled treads & mid-landings; sealed concrete floor landings	Painted/Rubber Base at floor landings	Exposed structure and painted underside of stairs	Surface mounted fluorescent with acrylic covers	Painted metal stairs handrails and guardrails; ship ladder roof access
Upper Floor Elevator Lobby	Carpet	Paint; wood paneling	Painted articulated gypsum board to maximum height of 10'-0" A.F.F.	Recessed down lights; wall sconces; and/or fluorescent light coves	
Toilet Rooms	Ceramic tile over thin set over vapor barrier sloped to drain.	Full-height ceramic tile to match floor at all walls; full height walls.	2x2 acoustic tile and prefabricated light coves	Recessed down lights and fluorescent cove	Factory enameled ceiling hung toilet partitions; accessories; stone vanities; mirrors over vanities; Use low profile metal deck and recessed slab without recessing the structural steel.
Shower/Locker Rooms	Ceramic tile over thin set over vapor barrier sloped to drain.	Full-height ceramic tile to match floor at all walls; full height walls.	2x2 acoustic tile and prefabricated light coves	Recessed down lights and fluorescent cove	Include at the 1st floor of the ROV office only.

6.1.2 Warehouse Area:

a. Include one (1) men's restroom with one (1) urinal and two (2) wall mounted toilets, and two (2) lavatories; and one (1) women's restroom with three (3) wall mounted toilets, and two (2) lavatories, centrally located within the ROV warehouse area.

b. Office area walls facing the interior of the warehouse building will include 4x4 windows in each office, and painted drywall. All other

tenant area metal stud framing, gypsum board, taping and sanding, including the inside face of exterior walls, is to be installed as a part of tenant improvements.

c. Thermal insulation installed at exterior walls including behind opaque spandrel glazing is included in the Base Building Finishes.

d. Spaces are finished as follows:

Area	Floors	Walls/Base	Ceilings	Light Fixtures	Others/Remarks
Major Building entries		None. Entry through office area.			None. Entry through office area.
Open Warehouse Area	Sealed Concrete	Painted concrete tilt panels	White, light reflective scrim	Ceiling hung high-bay fluorescent	Columns painted to six feet above floor.
Main Electric Room	Sealed Concrete	Fire taped gypsum board; concrete masonry/rubber base;	Drwall, paint	Ceiling hung fluorescent with wire guards	Serves Office area also
Main Telephone Room	Sealed concrete	Fire taped gypsum board; concrete masonry/rubber base;	Drwall, paint	Ceiling hung fluorescent with wire guards	Two (2) 4 x 4 sheets of plywood backboard per floor for telephones; Serves Office area also
Janitor Room	Sealed concrete	Fire taped gypsum board, water resistant panels adjacent to service sink/rubber base	Drwall, paint	Ceiling hung fluorescent with wire guards	Mop hooks and utility shelf
Toilet Rooms	Sheet vinyl	FRP panels at wet walls only; paint; full height walls	2x4 acoustic tile	2x4 lay-in fixtures and surface mounted fluorescents	Stainless steel floor mounted toilet partitions; accessories; composite vanities tops; mirrors over vanities

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7.0 SPECIALTIES

7.1. Automatic Emergency Defibulator (AED) System: An AED will be installed in the corridor leading to the restrooms at each floor, and within the ROV warehouse area.

7.2. Fire Extinguishers and Cabinets: Recessed fire extinguisher cabinets and extinguishers will be provided in the office areas, as required by code and the authority having jurisdiction. Surface mounted extinguishers are to be installed in the warehouse areas. Quantity of extinguishers and cabinets provided is for the shell building condition only.

7.3. Mail Equipment: One mail kiosk with overhead weather protection, lighting, and fifteen (15) 5" H x 6 3/8" W x 15" D letter boxes will service the ROV area.

7.4. Trash compactor: No compactor is provided. This development is intended to use trash bins. One masonry trash enclosure with metal gates and weather protection will be located to the east of the ROV building.

7.5. Signage: The shell ROV signage system includes the interior and exterior code required signage. Contractor includes all code required signage required for approval of the core and shell condition by the Authorities Having Jurisdiction. Contractor includes an allowance in Section 10.0 for building identification, monument signage, and exterior vehicular and pedestrian directional signage.

7.6 Security System: A combination of surveillance cameras and card access controls at primary building entrances, elevators, and interior doorways will be provided to control primary points of office building and warehouse access.

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8.0 MECHANICAL

8.1. Plumbing:

8.1.1 System Description: The plumbing system will be engineered by others. Contractor will furnish and install a complete and operational plumbing system for the Project including:

a. Connections: Contractor will connect domestic water, sanitary sewer, storm drain, and gas to the services that have been extended to the building under the "SITE DEVELOPMENT" scope of work. All vaults, meters, valves, etc., as required by code and local agencies will be provided.

b. A complete sanitary soil, waste and vent system will serve core plumbing fixtures, equipment drains, mechanical room drains and future tenant plumbing.

Floor drains will be provided in each toilet room and equipped with an approved trap primer.

c. Storm Drainage: Storm drain system will serve drainage from roofs, decks, canopies, planters, surface parking, and exterior areas. All drainage discharge shall comply with current stormwater pollution prevention control requirements.

d. Domestic Water: A complete cold and tempered water system will be provided to serve core plumbing fixtures, mechanical equipment make-ups, and future tenant plumbing. Tempered water will be provided complete with water heaters located as necessary to provide tempered water for janitor's sinks and lavatories at 105°F.

All hot water piping will be insulated. All piping systems will be flushed and tested. Stop valves will be provided at each fixture, and unions and isolating valves will be provided as required for an easily serviceable system.

e. Reclaimed Water: Reclaimed water piping will not be provided.

f. Natural Gas: Contractor shall provide all natural gas system piping from the point of connection at a street level meter and service extension (to be provided by others) to the roof mounted boiler. Contractor shall provide trenching and backfill as required for the utility service extension to be performed by the franchise utility.

g. Wet Columns: In addition to the rest room riser system, two (2) wet columns will be extended to the upper most floor of the ROV office area for future tenant improvement service connections. Each wet column will consist of a four-inch (4") waste, a four-inch (4") vent, 1 ¼" cold water stub-outs and 1" valves for future tenant plumbing connections at each floor.

h. Fixtures: Fixtures will be good quality commercial fixtures. Water closets and urinals will be wall hung. Urinals will be waterless type. Lavatories will be under counter hung, with low flow automatic fixtures.

i. Hose bibs: One (1) hose bib will be provided with quick-coupler connections at two hundred foot intervals at the ground level at each elevation of each building; two (2) hose bibs will be provided at the roof level of the office area; and four (4) hose bibs will be provided at the roof level of the warehouse.

j. Electric water coolers: Will be provided on each floor at the toilet room area and will be good quality commercial fixture with one (1) high and one (1) low water cooler at each location.

k. Fuel Oil System (add alternate bid item): Contractor to provide Fuel Oil storage and piping system to support the emergency generator. System shall include the following:

Above Grade Piping: Double-contained, ASTM A53, Schedule 40, black steel, welded with all supports and fittings.

Below Grade Piping: Double-contained, NUPI Smartflex with all supports and fittings.

FUEL OIL STORAGE TANK: Double-wall, fiberglass Reinforced Plastic (FRP), Underground Storage Tank to accommodate 12,000 usable gallons availability to the generator (tanks will be approximately 15,000 gallons).

Provide system complete with all pumps, valves, alarms, leak detection, seismic restraint, test, and adjustments, record drawings, guarantee, and controls to ensure a complete operating system.

8.2 Fire Protection Sprinkler System: A complete fire protection sprinkler system shall be designed, furnished, and installed by Contractor in accordance with the requirements of NFPA 13, the City of San Diego, applicable codes and referenced standards. Design and installation is based on "ordinary hazard" occupancy at the office buildings with maximum head coverage as required by code. The systems will be a wet pipe type system. The warehouse coverage density shall be assumed to be 0.6 GPM/FT^2 for preliminary pricing evaluation purposes. The actual density shall be determined at a later date through a commodities classification report performed by a qualified fire protection consultant.

8.2.1 Fire department connections at the building exterior as required;

8.2.2 Semi-recessed heads centered in tiles in finished areas receiving lay-in acoustic tile ceilings and fully recessed flush heads with pop-off covers in hard lid ceilings; and

8.2.3 Brass heads in tenant areas or shell building areas with unfinished ceilings. In tenant areas heads will be installed with the core and shell work at the elevation of the sprinkler system main, ready for drops to finish ceiling height as part of the tenant improvement work.

8.2.4 Warehouse Building Automatic Fire Prevention Sprinkler: A complete Automatic Fire Prevention Sprinkler System designed to provide protection in

accordance with N.F.P.A. requirements and local jurisdiction regulations will be provided. For Proposal purposes, Contractor has assumed that adequate water flow and pressure is available at site.

8.3 Heating, Ventilation, and Air Conditioning:

8.3.1 General: The HVAC system will be designed by others. Contractor will furnish and install the core and shell building heating, ventilation, and air conditioning system servicing the intended use of the building with capacity and provisions for future tenant areas. The HVAC system shall be designed, installed, and maintained to function in accordance with the latest standards and recommendations of: ASHREA, NFPA, UMC, Energy Conservation Standards Title 24, and the UBC.

8.3.2 Design Criteria (office areas):

a. Temperatures: The HVAC system will be capable of maintaining a summer inside temperature of 78° F, at an outside temperature of 91° F db and 68° F wb and an winter inside temperature of 70° F db at an outside condition of 32° F db based on Title 24 0.5% climatic conditions for Zone 7. The assembly for exterior glazing is to be equal to or better than U=0.77 with balance of exterior wall assembly insulated to R-11, all as required to obtain LEED Silver certification. Roof assembly shall be R30 or better.

b. Design and installation will comply with current ASHRAE and SMACNA guidelines and standards and the 2007 CBC, 2007 CPC, and 2007 CMC (including City of San Diego adopted amendments to same).

c. Electrical Loads: Watts per usable square feet as follows

Area	Lighting	Receptacles
Offices	1.2	1.5
Lobbies	1.5	0.5
Corridors	0.6	0.2
Warehouse	0.6	0.2

In computer, telephone, and other temperature sensitive areas, the mean room temperature shall be maintained at 68 degrees, and never greater than 73 degrees Farhenheit. Supplemental 24-hour cooling will be supported by dedicated "Liebert" style units and will be provided under tenant improvement work.

d. Occupancy Loads: 100 useable square feet per person in office areas, and 500 useable square feet per person in warehouse areas (per .Title 24 for office spaces)

e. Ventilation: Minimum outside air ventilation rate will be 20 cfm per person, maintaining a minimum air circulation of 1 CFM per square foot. All office areas shall receive a minimum of six air changes per hour.

f. Duct Design: Medium pressure duct system from each air conditioning unit will be routed the full length of the building located in a position to ease future connections. Sound mitigation measures will be incorporated into the design to ensure that noise levels are maintained within the more restrictive of

ASHRAE office design standard requirements, or not greater than 55db on the "A" sound scale, 50 db on the NC curve, or 58 db on the third band frequency (250 cycles).

g. Zone/VAV parameters: Future tenant area design is to be provided under the tenant improvement work and to be based on: Perimeter zones will on the average be 900 square feet per terminal (including corner zones) and interior zones will on the average be 1500 square feet per terminal. The VAV terminal units, reheat coils, and secondary distribution in the tenant spaces will be provided under Tenant Improvement work.

h. Office Spaces: Two roof mounted variable air volume air handler units will serve the office building, providing redundant service to each floor. The equipment serving the office areas will be located on the warehouse area roof, which will require additional structural support, metal decking, and concrete fill per section 3. Conditioned air from each air handling unit will be transferred to floors, through shafts, and to the future tenant improvement spaces via ceiling-mounted duct loops, which will add flexibility to accommodate future tenant improvement modifications.

   Separate future Tenant Improvement (TI) contracts will provide branch ducts run from the main distribution ducts (duct loop) to the future VAV boxes, duct runs from the VAV boxes to the diffusers and grilles, thermostat wiring for VAV box control, etc. on each level.

   Shell Building Core Areas: Under the shell building scope of work, ceiling mounted VAVs with reheat coils will provide recirculated and ventilation air to each occupied core space. Ventilation air will be provided through the main air handling units.

   Ceiling mounted VAVs with reheat coils will also provide cooling and heating through the common area and core utility spaces.

i. Heating System: A dedicated roof-mounted hydronic heating hot water boiler and pumps shall be provided to support the ROV building's heating requirements. The system will include boiler, pumps, chemical treatment, controls, floor isolation valves, and pipe supply and return lines located to ease future connections. A vertical loop connecting the two floors shall be utilized. Variable frequency drives (VFD) will modulate the speed of the heating hot water pumps as required to satisfy the real time heating demand of the building.

j. Toilet Exhaust System: Toilet room exhaust and janitor closet exhaust will be handled by a single roof-mounted exhaust fan for each restroom stack to serve these rooms on each floor, manifolded together to evacuate all of the toilet and janitor rooms throughout the building during the occupied periods only.

k. Temperature Control System: Provide complete system in conjunction with the Energy Management and Control System specified herein.

l. Energy Management and Control System (EMS): - Building will include a complete microprocessor based, open protocol, native back-net, direct digital control energy management and control system will be provided for programmed start-stop, night set-back or set-up, demand control, duty cycling

and optimized start-stop. The control system will include a Tridum Jace control interface to allow open protocol communication. The system will monitor and control (start/stop/status/alarm) all mechanical units, major toilet exhaust systems, fresh air ventilating systems, water pumps and space temperatures, outside air temperature and building power. The system will include a central processor unit, operator's terminal, printer, CRT and all necessary data gathering panels, remote sensors, cable, software, and other appurtenances required for a complete system. The EMS will allow secured internet initiated tenant override of night set-back or set-up for afterhour's usage by the tenant. Tonnage usage will be monitored and tabulated by the central processor allowing billing of after-hours usage to the tenant. The EMS will be fully compatible with the EMS that is currently installed in the rest of the County's buildings. Such that remote access to the control systems of the buildings can be accomplished from any County facility's control center(s).

m. Other Cooling Requirements: Elevator machine room and electrical rooms with heat producing devices, based on 24 hour operation. Maintain manufacturer required minimum and maximum operating temperatures.

n. Other Ventilation Systems: Will be provided for storage rooms, telephone equipment rooms, mechanical rooms, etc. requiring ventilation.

o. Training: The building manager(s) will be properly instructed in the operation and maintenance of all systems and equipment and will be provided with complete operation and maintenance manuals.

p. Ductwork and piping insulation: External wrap insulation will be provided.

q. Fire/Smoke Dampers: Fire/Smoke dampers and access panels will be provided at all penetrations through fire separations as required by the regulatory agency.

r. Test and Balance Instructions: The piping and duct systems shall be tested and balanced to provide proper distribution and the piping systems shall be cleaned, flushed, and initially treated. A water treatment system will be provided for the closed core water system.

s. Enhanced Commissioning: Contractor will provide enhanced commissioning as a part of its LEED certification.

t. System shall meet all LEED requirements for measurement and verification, indoor air quality, refrigerant management, energy efficiency, and water efficiency. Provide LEED documentation as required.

u. Warehouse Building Heating, Ventilating, and Air Conditioning: The building will be conditioned to maintain a maximum temperature of 85°F by utilizing high efficiency packaged rooftop heatpump units. The system shall also include mechanical ventilation at a rate of one (1) air change per hour of filtered supply air, utilizing rooftop mounted supply fan units. The air will be discharged via wall mounted louvers with gravity dampers. (Equipment rooms will be ventilated with exhaust fans interlocked with the fire protection pump equipment.)

Chesapeake Expansion –Registrar of Voters

Core & Shell Outline Specification

9.0 ELECTRICAL

9.1 General

9.1.1 The electrical system will be designed by others. The Contractor will furnish and install a core and shell building electrical system as required for the intended use of the building and by all governing codes.

9.1.2 The core and shell electrical systems will serve the site, and core and shell building areas, and will be expandable to accommodate the future tenant areas.

9.2 Office Service and Distribution:

9.2.1 Intent: it is intended that the existing buildings remaining on site will be served by existing electrical services. The ROV building will be served independently from the existing buildings, and will not be served by the 12kV electric service present on the COC site. Electrical service will be provided by the serving utility located within Chesapeake Drive. A new electrical service and utility transformer, fed from Chesapeake Drive will be installed by the utility provider. Contractor shall perform trenching and conduit installation required for the transformer, primary and secondary electrical service extension.

9.2.2 Shell Main Switchgear: Furnish and install a complete building power distribution system from a utility company provided electrical service (480Y/277V, 3 phase, 4 wire) and pad-mounted transformer located adjacent to the site. The electrical installation shall be complete from the utility transformer to the main electrical switchgear and shall power all equipment, switches, circuit breakers, etc. throughout the shell/core areas to supply power to heating, ventilation, air conditioning (shell/core areas only), lighting, convenience outlets, elevator equipment, parking equipment, fire pumps, and other items identified by this outline specification as being part of the shell/core electrical system. Contractor includes trenching and conduits for the primary electrical service from the point of connection at the street to the transformer. Primary conductors will be installed by the franchise utility.

9.2.3 Shell Distribution: Core and shell distribution for lighting and convenience power shall be provided in all areas being finished as part of the shell construction, i.e., mechanical equipment, elevator equipment, restrooms, lobbies, telephone rooms, service corridors, etc. Shell Panelboards: The Contractor shall provide all 480Y/277V panelboards, 208Y/120V panelboards, lighting control panels, and 480 to 208 volt transformers as required to serve shell/core areas. Panelboards, and panelboard feeders shall include twenty percent (20%) spare capacity for future loads above and beyond the standard leasehold requirements.

9.2.4

9.2.5 Shell Transformers: Transformers shall be copper wound, low noise, and Energy Star rated. All distribution overcurrent protective devices shall be fully-rated circuit breaker type. Transformers shall include twenty percent (20%) spare capacity for future loads above and beyond the standard leasehold requirements.

9.2.6 Shell Capacity: All electrical service and distribution equipment shall be sized to provide a minimum of 20 percent (20%) spare usable physical space within gear and electrical rooms, and 20 percent (20%) spare electrical capacity.

9.2.7 All conductors, bussing, transformer windings shall be copper.

9.3 Shell Load Densities: The main electrical service design shall accommodate loads for the shell/core and future tenant improvement as follows: two (2) watts per rentable square foot for lighting, six (6) watts per rentable square foot for convenience power, and twelve (12) watts per rentable square foot for HVAC and miscellaneous loads.

9.4 Office Lighting

9.4.1 Emergency lighting consisting of selected fixtures and exit lights with integral 90-minute battery units shall be provided in the stairwells, corridors, egress paths, and all other public areas and equipment rooms as required to provide 1FC of average illumination.

9.4.2 For fixture types by area, see interior fixture schedule in section 6.

9.4.3 Stairwell lighting shall provide 10FC of average illumination with one (1) fluorescent wall mounted fixture with acrylic lens at each floor and mid-landing, as a minimum.

9.4.4 Utility lighting in equipment rooms, storage rooms, etc. shall provide 10FC of average illumination with ceiling hung fluorescent fixtures with wire guards.

9.4.5 Main lobby lighting and elevator lobby lighting shall provide 40FC of average illumination with a combination of decorative pendants, recessed compact fluorescent or HID downlights, and fluorescent strips in coves.

9.4.6 Service area lighting shall provide 20FC of average illumination with surface mounted fluorescent fixtures featuring acrylic lenses, except where ceilings are acoustic tile; fluorescent fixtures in acoustical tile ceilings shall be recessed 2'x4' direct/indirect type.

9.4.7 Restroom lighting shall provide 10FC of average illumination with a combination of fluorescent strips in coves and recessed compact fluorescent downlights.

9.4.8 Exterior site lighting is described in Section 2.

9.4.9 All fluorescent fixtures shall feature high-efficiency energy saving ballasts.

9.4.10 Elevator pit and shaft lighting as required by code.

9.4.11 Lighting controls: The Energy Management and Control System shall interface with the Lighting Control Panel (LCP) to operate the exterior, main

lobby, elevator lobby, parking, and tenant area lighting. All controlled lighting circuits shall be routed through the LCP. Interior lighting shall be controlled by occupancy sensors or local LCP override switches during normal business hours. Site and exterior lighting shall be controlled by the photocell/timeclock integral to the LCP.

9.5 Equipment Connections

9.5.1 All electrically powered louvers, grilles, smoke-fire dampers, magnetic door holders, elevator equipment, plumbing, fire protection, mechanical, security, equipment, etc., shall be powered and connected as required.

9.5.2 The Contractor shall provide all connections for elevators in the various equipment rooms.

9.6 Miscellaneous Power

9.6.1 Miscellaneous use duplex 120V receptacles shall be provided in equipment rooms and storage areas.

9.6.2 Receptacles shall be provided for maintenance, any special equipment, in corridors, and in lobbies at no more than 50 feet intervals.

9.6.3 Receptacles for telephone equipment, configured as two (2) duplex receptacles, each on a dedicated circuit, shall be provided in the Main Telephone Room.

9.6.4 Dedicated 20 amp, 120V branch circuits shall be provided to the following components: irrigation controllers, fire alarm control panel, elevator pit and machine room, boiler control panel, security system equipment, etc.

9.6.5 Miscellaneous power in tenant spaces shall be provided under the tenant improvement scope of work.

9.7 Emergency Power

9.7.1 Contractor shall provide permanently installed 1500kW emergency generator with below-grade fuel tank sized to provide 96 hours of full-load operation (approximately 12,000 gallons useable volume). The generator shall be located outside of the office/warehouse building in a masonry enclosure, complete with controls, alarms, and all other appurtenances necessary for a complete and operational system.

9.8 Voice and Data Raceways and Distribution

9.8.1 Intent: The Office/Warehouse shall have a dedicated telecommunications service and Main Telephone Room.

9.8.2 Horizontal voice and data cabling distribution, provided as a part of the tenant improvement scope of work by Others (Tenant), shall feature plenum rated cable assemblies routed to conduits stubbed from the voice/data junction box to above the accessible ceiling level. A 4" conduit shall be provided from the main telephone room to each remote telephone room. A 4" conduit shall be

provided from the main telephone room, and from each remote telephone room to the adjacent tenant improvement areas.

9.8.3 Raceways to all voice/data outlets required to satisfy the building core and shell requirements shall be provided. This includes telephone service to the property line with two (2) lines for the fire alarm/life-safety system (one (1) primary and one (1) secondary) and one (1) line for the Energy Management and Control System.

9.8.4 Voice and data cabling systems for the tenant improvement shall be by Others (Tenant).

9.9 Fire Alarm System

9.8.5 The Contractor shall provide a complete UL listed, fire alarm system compliant with the minimum requirements of the Code. Note that future Tenant Improvement (Office/Warehouse) spaceshall share a common system with the Core/Shell.

Chesapeake Expansion – Registrar of Voters

Core & Shell Outline Specification

10.0 ALLOWANCES

The following allowance amounts include all labor and materials, insurance, bond, fee and other mark-ups required to represent a complete and comprehensive price. The following allowances are included in Contractor's proposal.

1	Hazardous materials abatement required for the demolition of the existing structures on site.	$ _____
2	Off-site improvements. The allowance for Off-site Improvements is further defined below: a. Driveway entrances curb, gutter, handicapped ramps, and associated improvements requiring an encroachment permit for work within the existing street are considered on-site work, and are therefore not included in the Off-site allowance. b.	$ _____
3	Signage: monument, site directional, building identification, LEED	$ _____
4	ROV tenant improvements: Including: interior signage, appliances, manual shades at perimeter windows, audio visual systems, sound masking systems, demountable private office walls. Excluding: workstations and private office furnishings, telephone and data cabling, Contractor shall assume that the tenant improvement area (excluding the building core areas) includes approximately eighty percent open office area, and twenty percent hardwall areas including private offices, storage rooms, break rooms, mail rooms, etc. The ROV tenant improvement allowance includes a cable tray system at the first and second floors. The cable tray shall encircle each floor of the building, mid-way between the tenant hardwall offices and the building perimeter and shall connect to the telephone/data rooms on each floor. The ROV tenant improvement allowance includes a walker-duct system at the ground floor. The walker duct shall encircle the floor mid-way between the tenant hardwall offices and the building perimeter and shall connect to the electrical room on the ground floor.	$ _____
5	Site Furnishings: tables, chairs, umbrellas, trash cans, ash trays	$ _____

6	Security Systems	$ _____
7	Other:	$ _____
8	Other:	$ _____
	TOTAL AMOUNT OF ALLOWANCES:	$ _____

ALTERNATES

The following alternate amounts include all labor and materials, insurance, bond, fee and other mark-ups required to represent a complete and comprehensive price.

1		$ _____

Chesapeake Expansion – Registrar of Voters

Core & Shell Outline Specification

11.0 CLARIFICATIONS AND EXCLUSIONS

The following describes the areas of clarification and items not included in the shell building proposal:

11.1 Clarifications

11.1.1 The emergency generator is included in the ROV core and shell office budget.

11.2 Exclusions

11.2.1 Trash Compactor.

11.2.2 Development fees or fees charged by the City, or other governing agencies and utility providers, due to the development and construction of the Project and/or connection to the utility; for reduction of existing capacity due to the addition of the project or the costs to increase same; assessments charged in lieu of taxes; etc. This includes, but is not limited to, sanitary sewer connection, gas service extension, public water system connection, electric utility connection, school fees, traffic fees, etc.

11.2.3 Archeological surveys, excavation, preservation or removal of artifacts (if any), including schedule extensions related to it.

11.2.4 Tenant signage of any type including structural support, lighting and electrical provisions for same.

11.2.5 VAV boxes in tenant areas are excluded from the Core & Shell, and included in Contractor's Tenant Improvements allowance.

11.2.6 Pre-action sprinkler systems (if any) as may be required by tenant(s).

11.2.7 Artwork or sculptures.

11.2.8 Workstations and office furnishings are excluded (provided by Developer). Demountable partitions (glass wall) is excluded from the Core & Shell, and included in Contractor's Tenant Improvements allowance.

11.2.9 Workstation furniture, office furnishings, demountable partitions.

11.2.10 All tenant area metal stud framing, furring, gypsum board and finishes including columns in tenant space and inside face of exterior wall.

11.2.11 Relocation service and move management.

11.2.12 Testing and Inspections.

11.2.13 The following "soft cost" allowances are excluded by Contractor, and shall be included in the projects Furniture, Fixtures, and Equipment (FF&E) budget by Developer.

Food Service Equipment
Fitness Equipment

Furniture and Storage Systems
Relocation and Move Management
Lab Equipment
Audio Visual and Telecon Equipment
Graphics and Signage
Public Art
Vehicle Maintenance Equipment

Chesapeake Expansion – Registrar of Voters

Core & Shell Outline Specification

12.0 DOCUMENT LIST

1. SD County Operations Center and Chesapeake Expansion drawings, prepared by RJC Architects, dated September 6, 2011, sheet Phase 2C.

2. Conceptual plans of the Annex site and improvements, prepared by RJC Architects, dated October 12, 2010, sheets 01 through 11. (Note that these plans were prepared anticipating the ROV building to be constructed a different location, and including the HHSA office. These plans are intended to demonstrate the conceptual column bay spacing, office core area layout, and tilt panel detailing. Though the building size has changed, and the HHSA office is no longer a part of the proposed improvements, these plans do still express the design intent of the ROV warehouse and office improvements.)

3. Topographic plan, "888-ALTA1-2Overlay-OPTA" and "888-ALTA1-2Overlay-OPTB", prepared by Latitude 33 Planning and Engineering, undated.

END OF OUTLINE SPECIFICATION

Exhibit A

A.L.T.A. / A.C.S.M. LAND TITLE SURVEY

VICINITY MAP

NO SCALE

SITE ADDRESS: 9255-9295 CHESAPEAKE DRIVE, SAN DIEGO, CA.
PROPERTY AREA: 3.163 ACRES, (137,802 SQ.FT.)
ZONE: "IL-3-1" (INDUSTRIAL LIGHT)
TOTAL PARKING: 137 SPACES (INCLUDING 6 HANDICAP SPACES)
FLOOD ZONE: "X" MAP NO.: 060 295 1605F. DATED: 6 / 19 / 1997
"SAID PROPERTY DOES NOT LIE WITHIN A FEMA DESIGNATED 100-YR FLOOD PLAIN"

GENERAL NOTES:

ZONING NOTES:

"IL-3-1" (LIGHT INDUSTRIAL) PER CITY PLANNER

FLOOD ZONE NOTE

LEGAL DESCRIPTION

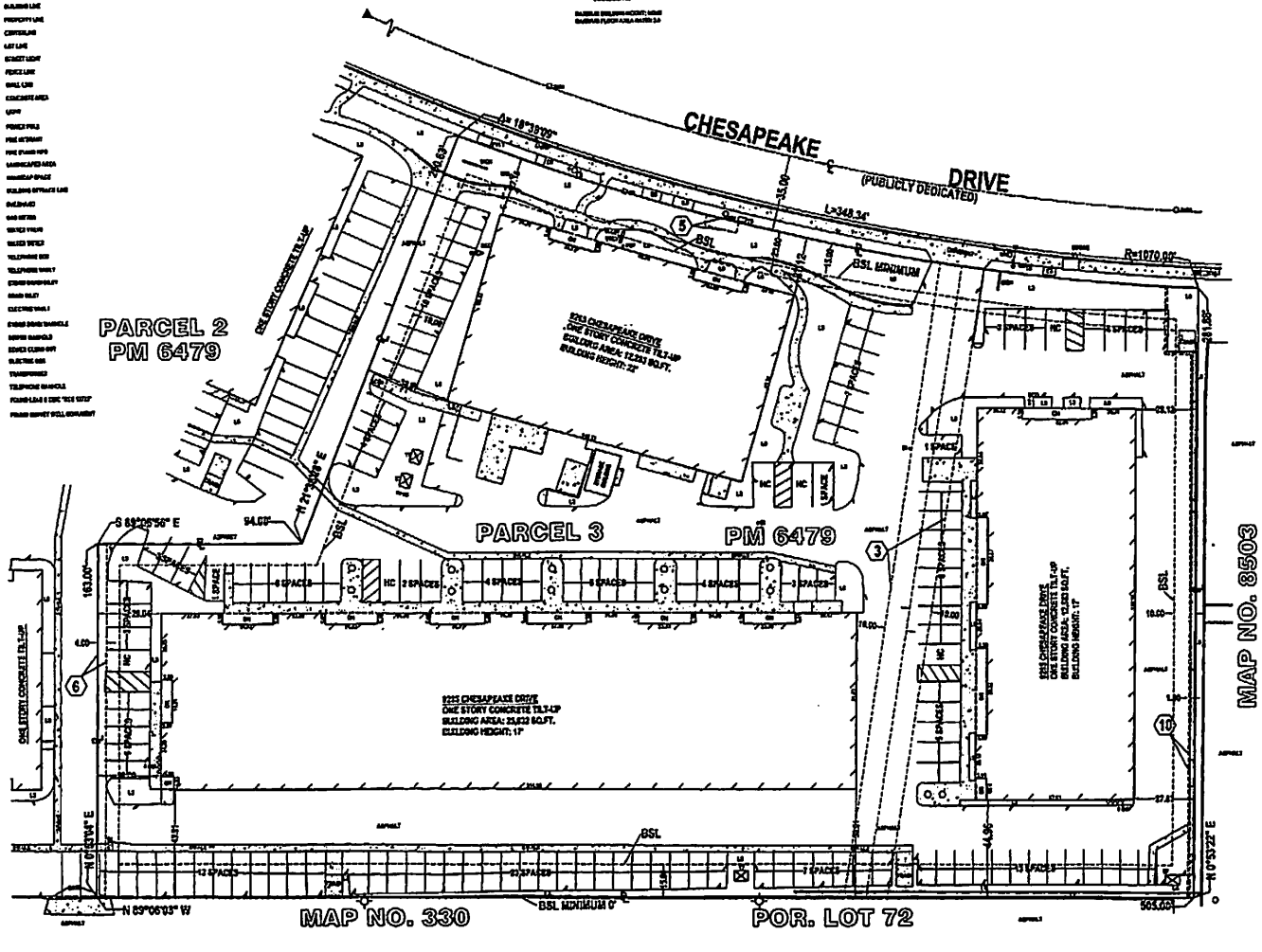
ASSURANCE NOTE

EASEMENT NOTES

PER: FIRST AMERICAN TITLE INSURANCE COMPANY
ORDER NO.: NCS-436226-SD
DATED: JULY 21, 2011

LEGEND

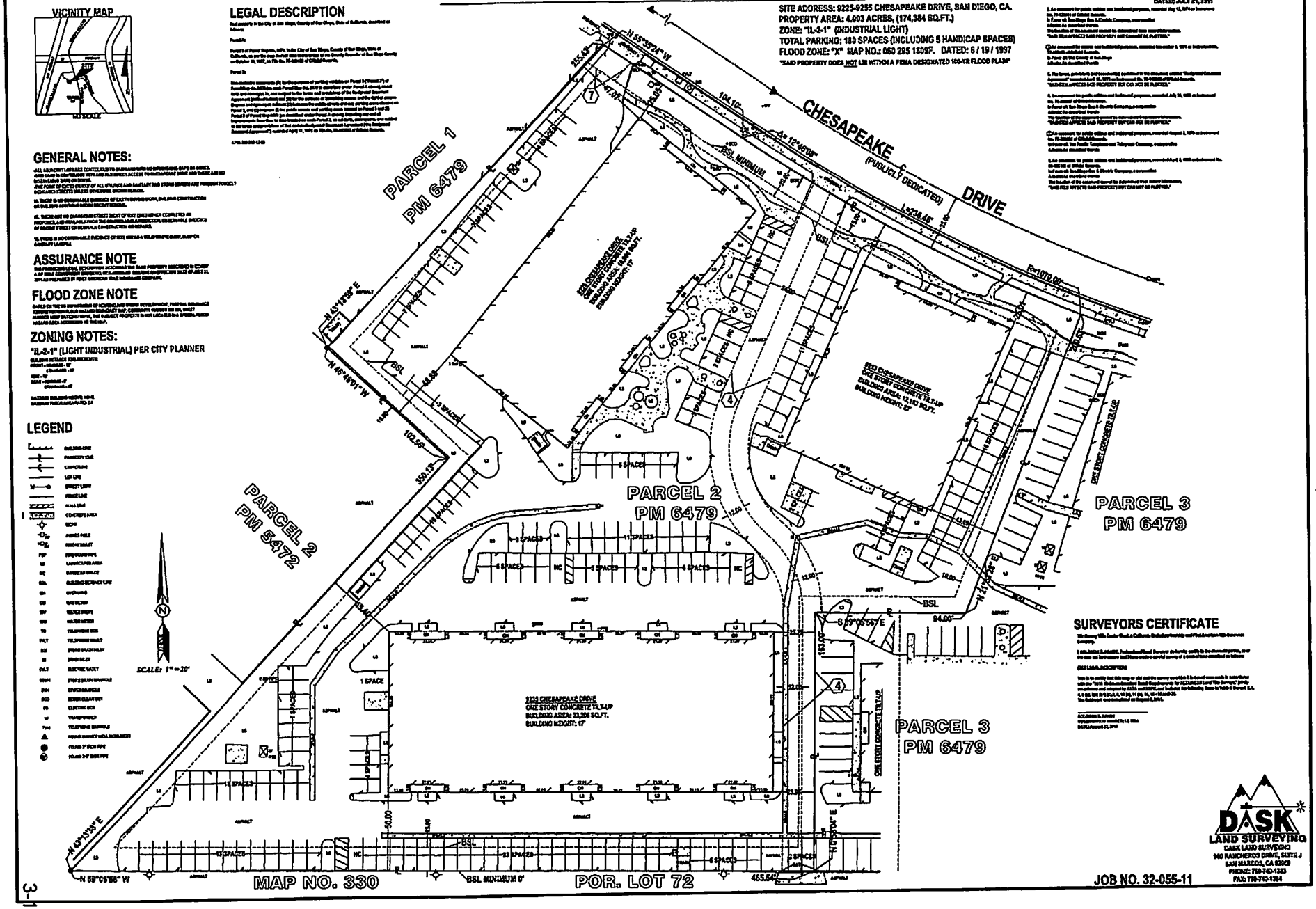
SURVEYORS CERTIFICATE



JOB NO. 32-056-11

DASK LAND SURVEYING
DASK LAND SURVEYING
940 RANCHEZOS DRIVE, SUITE J
SAN MARCOS, CA 92069
PHONE: 760-743-1333
FAX: 760-743-1334

A.L.T.A. / A.C.S.M. LAND TITLE SURVEY



GENERAL NOTES:

ASSURANCE NOTE

FLOOD ZONE NOTE

ZONING NOTES:

"IL-2-1" (LIGHT INDUSTRIAL) PER CITY PLANNER

LEGEND

LEGAL DESCRIPTION

EASEMENT NOTES

PER: FIRST AMERICAN TITLE INSURANCE COMPANY
ORDER NO.: NCS-496299-SD
DATED: JULY 21, 2011

SURVEYORS CERTIFICATE

DASK LAND SURVEYING
DASK LAND SURVEYING
960 RANCHEROS DRIVE, SUITE J
SAN MARCOS, CA 92069
PHONE: 760-743-1283
FAX: 760-743-1284

Exhibit B

Date of Report: 9/28/11

Opinions of Probable Costs

DRAFT

Kearny Villa Center
9225 and 9255 Chesapeake Drive
San Diego, California

Item No.	Recommendation	Rating	Qty.	Unit	Unit Cost	Year 1 2011	Year 2 2012	Year 3 2013	Year 4 2014	Year 5 2015	Year 6 2016	Year 7 2017	Year 8 2018	Year 9 2019	Year 10 2020	Totals
	A: SITE															
1	Replace damaged asphalt paving.	2	11,000	SF	$5.50	$60,500										$60,500
2	Sealcoat and stripe the parking areas and drive lanes.	2	110,000	SF	$0.17	$18,700					$18,700					$37,400
3	Provide code required hand rails at the exterior stairway adjacent to Suite A at the 9225 Building.	1	1	LS	$3,000	$3,000										$3,000
4	Provide for the removal and replacement of concrete walkways that have settled around the buildings.	2	1	LS	$5,000	$5,000										$5,000
	Subtotal					$87,200	$0	$0	$0	$0	$18,700	$0	$0	$0	$0	$105,900
	B: STRUCTURAL															
5	Seismic strengthening for purposes of mitigating earthquake damage loss is not considered necessary, and may not be economically justified for the buildings. However, seismic strengthening in the form of an upgraded wall anchorage system would reduce the potential for future earthquake damage, and should be evaluated in context with insurance, operational, and tenant considerations. Although not currently required by code or city ordinance, the addition of continuity tie straps at all gluiam splices would reduce the potential seismic damage	2	30,175	SF	$0.50	$15,087										$15,087
																$0
	Subtotal					$15,087	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,087
	C: BUILDING EXTERIOR															
6	Provide for inspection and wet sealing of the windows and storefront.	2	1	LS	$3,000	$3,000			$3,000			$3,000			$3,000	$12,000
																$0
	Subtotal					$3,000	$0	$0	$3,000	$0	$0	$3,000	$0	$0	$3,000	$12,000
	D: ROOFING															
7	9225: Remove and replace the roof membrane.	2	17,722	SF	$4.50	$79,751										$79,751
8	9255: Remove and replace the roof membrane.	2	12,453	SF	$4.50			$56,037								$56,037
9	9225: Remove and replace the existing skylights when the roof is replaced.	2	12	EA	$1,200	$14,400										$14,400
10	9225: Remove and replace the existing skylights when the roof is replaced.	2	4	EA	$1,200			$4,800								$4,800
	Subtotal					$94,151	$0	$60,837	$0	$0	$0	$0	$0	$0	$0	$154,987

Rating:
1 - Code/Safety
2 - Repair and Maintenance
3 - Capital Expenditure
4 - Modernization/Improvement

Opinions of Probable Costs

Kearny Villa Center
9225 and 9255 Chesapeake Drive
San Diego, California

Item No.	Recommendation	Rating	Qty.	Unit	Unit Cost	Year 1 2011	Year 2 2012	Year 3 2013	Year 4 2014	Year 5 2015	Year 6 2016	Year 7 2017	Year 8 2018	Year 9 2019	Year 10 2020	Totals
	E: BUILDING INTERIORS															
11	Provide for drywall repairs in the electrical room.	1	1	LS	$500	$500										$500
																$0
	Subtotal					$500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500
	F: LIMITED DISABLED-ACCESS REVIEW															
12	Provide an additional disabled accessible parking stall. This work can be completed as part of the paving repairs listed above.	1	1	LS	$1,500	$1,500										$1,500
13	Provide 10 inch kick plates at tenant entry doors.	1	10	EA	$500	$5,000										$5,000
14	Provide for modifications to the existing restrooms to meet ADA requirements. The existing restrooms do not provide the code required clearances. This work will require the relocation of some walls.	1	7	EA	$10,000	$70,000										$70,000
																$0
	Subtotal					$76,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$76,500
	G: HVAC															
15	**9225:** Replace rooftop packaged air-conditioning and heat pump units that have exceeded their rated serviceable life expectancy. There are seven units dated 1987 to 1998 for a total of 21-tons and five units dated 2000 to 2009 for a total of 16-tons.	2	37	Ton	$2,000	$42,000							$32,000			$74,000
16	**9255:** Replace packaged air-conditioning units dated 1993 and 1996 in Year One for a total of 14.5-tons and two 5-ton units in Year 7 for 10 tons.	2	24.5	Ton	$2,000	$49,000						$20,000				$69,000
17	**Both Buildings:** Mount the air-conditioning units on treated sleepers set on mineral pads that are anchored for seismic.	2	16	EA	$300	$4,800										$4,800
																$0
	Subtotal					$95,800	$0	$0	$0	$0	$0	$20,000	$32,000	$0	$0	$147,800
	H: PLUMBING SYSTEMS															
18	**Both Buildings:** Provide seismic shut off valves on the gas services to each building for safety.	4	2	EA	$1,250	$2,500										$2,500
19	**9225:** Provide a steel cover on the yard box at the west drive entry. Lid is missing and poses a trip hazard.	1	1	EA	$150	$150										$150
																$0
	Subtotal					$2,650	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,650
	I: ELECTRICAL SYSTEMS															
20	**Both Buildings:** Thermoscan the electrical multi-meter switchboards on a three-year cycle.	2	2	EA	$1,200	$2,400			$2,400			$2,400			$2,400	$9,600
21	**9225:** Repair the open wiring condition on the roof where EMT conduit has separated and wiring is exposed.	1	2	EA	$100	$200										$200
																$0
	Subtotal					$2,600	$0	$0	$2,400	$0	$0	$2,400	$0	$0	$2,400	$9,800

Rating:
1 - Code/Safety
2 - Repair and Maintenance
3 - Capital Expenditure
4 - Modernization/Improvement

Date of Report: 9/28/11

Opinions of Probable Costs

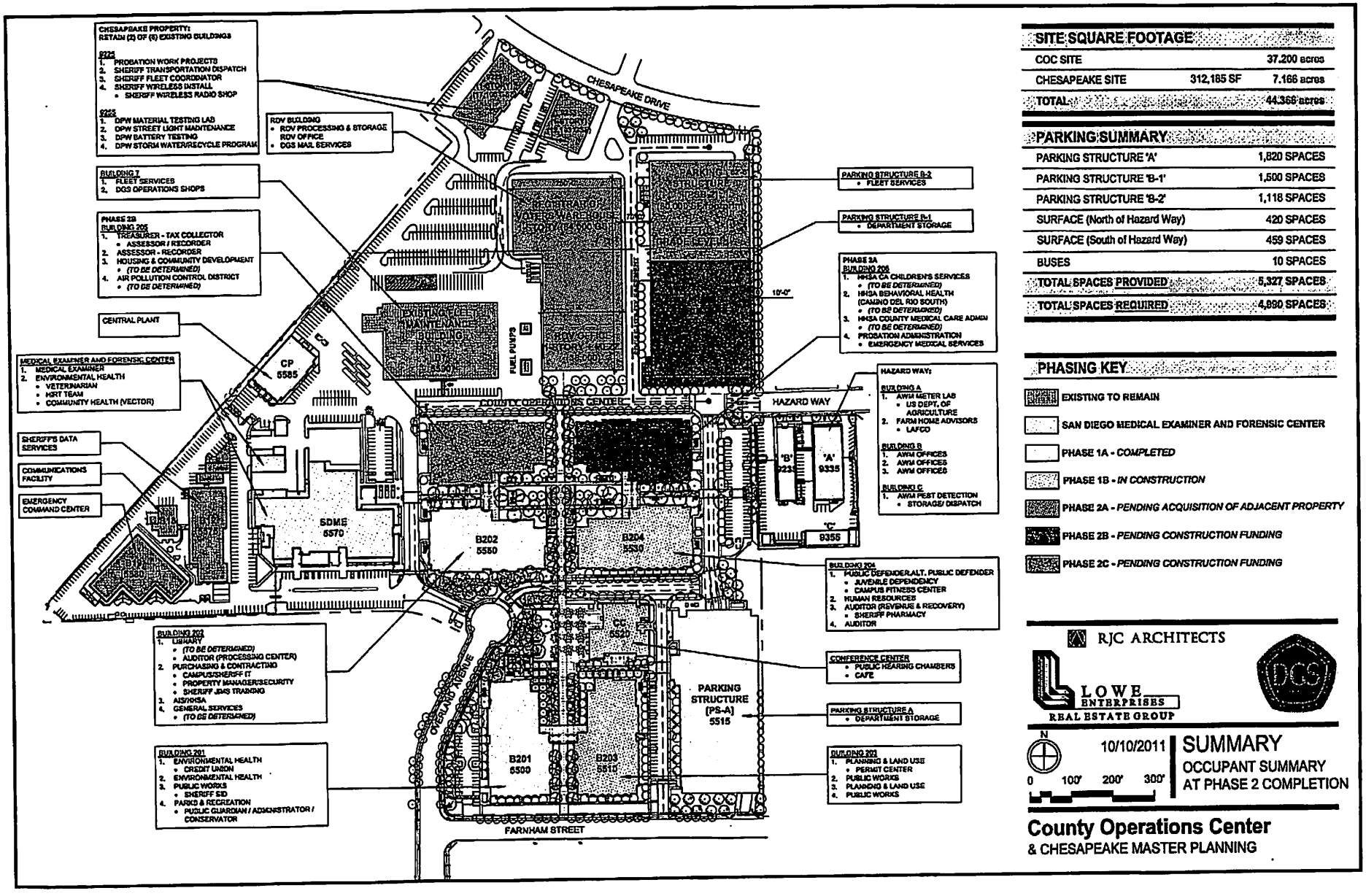
DRAFT

Kearny Villa Center
9225 and 9255 Chesapeake Drive
San Diego, California

Item No.	Recommendation	Rating	Qty.	Unit	Unit Cost	Year 1 2011	Year 2 2012	Year 3 2013	Year 4 2014	Year 5 2015	Year 6 2016	Year 7 2017	Year 8 2018	Year 9 2019	Year 10 2020	Totals
J.	FIRE/LIFE SAFETY SYSTEMS															
22	Allowance for providing a fire sprinkler system in both buildings. This is an upgrade.	4	30,500	SF	$2.75	$83,875										$83,875
23	Allowance for providing a complete fire alarm system with smoke detectors, pull stations, horns, and strobes in both building. This is an upgrade.	4	30,500	SF	$1.05	$32,025										$32,025
																$0
	Subtotal					$115,900	$0	$0	$0	$0	$0	$0	$0	$0	$0	$115,900
K.	VERTICAL TRANSPORTATION															$0
	Not applicable.															$0
	Subtotal					$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
L.	SPECIAL SYSTEMS															$0
	Not applicable.															$0
	Subtotal					$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
M.	PUBLIC RECORDS REVIEW															$0
	Not applicable.															$0
	Subtotal					$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	TOTALS BY YEAR					$493,388	$0	$60,837	$5,400	$0	$18,700	$25,400	$32,000	$0	$5,400	
	TOTALS															$641,125
	TOTALS BY RATING															
	$80,350	1				$80,350	$0	$0	$0	$0	$0	$0	$0	$0	$0	
	$442,375	2				$294,638	$0	$60,837	$5,400	$0	$18,700	$25,400	$32,000	$0	$5,400	
	$0	3				$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	
	$118,400	4				$118,400	$0	$0	$0	$0	$0	$0	$0	$0	$0	
	CONTINGENCY @ 10%															$64,112
	GRAND TOTAL															$705,237

Rating:
1 - Code/Safety
2 - Repair and Maintenance
3 - Capital Expenditure
4 - Modernization/Improvement

Exhibit C



SITE SQUARE FOOTAGE		
COC SITE		37.200 acres
CHESAPEAKE SITE	312,185 SF	7.166 acres
TOTAL		44.366 acres

PARKING SUMMARY	
PARKING STRUCTURE 'A'	1,820 SPACES
PARKING STRUCTURE 'B-1'	1,500 SPACES
PARKING STRUCTURE 'B-2'	1,118 SPACES
SURFACE (North of Hazard Way)	420 SPACES
SURFACE (South of Hazard Way)	459 SPACES
BUSES	10 SPACES
TOTAL SPACES PROVIDED	5,327 SPACES
TOTAL SPACES REQUIRED	4,890 SPACES

PHASING KEY

- EXISTING TO REMAIN
- SAN DIEGO MEDICAL EXAMINER AND FORENSIC CENTER
- PHASE 1A - *COMPLETED*
- PHASE 1B - *IN CONSTRUCTION*
- PHASE 2A - *PENDING ACQUISITION OF ADJACENT PROPERTY*
- PHASE 2B - *PENDING CONSTRUCTION FUNDING*
- PHASE 2C - *PENDING CONSTRUCTION FUNDING*

RJC ARCHITECTS

LOWE ENTERPRISES REAL ESTATE GROUP

DGS

N

10/10/2011

0 100' 200' 300'

SUMMARY

OCCUPANT SUMMARY AT PHASE 2 COMPLETION

County Operations Center

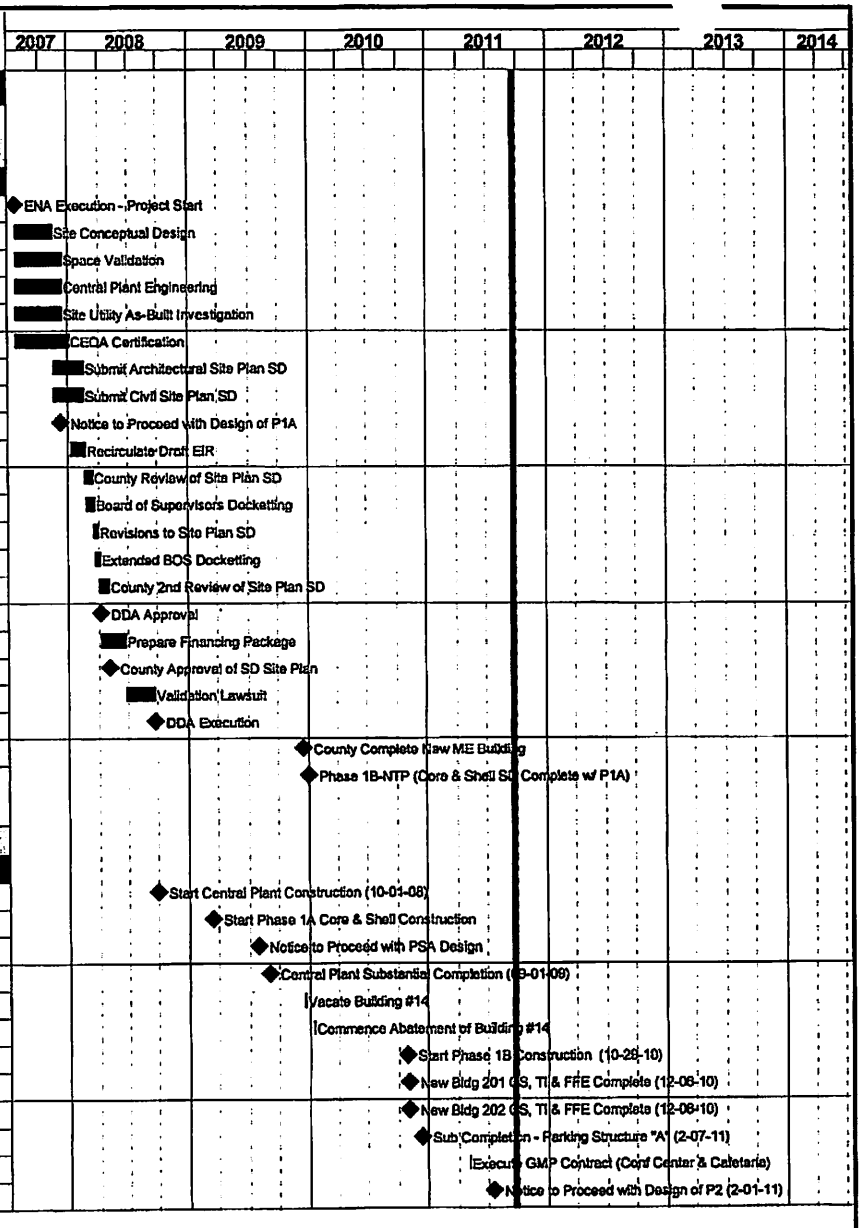
& CHESAPEAKE MASTER PLANNING

EXHIBIT D

PROJECT SCHEDULE

[See Attached]

Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Finish
Project Level Authorizations					
ENA Phase					
G030	ENA Execution - Project Start	0	0	24JUL07A	
1A035	Site Conceptual Design	80	0	25JUL07A	16NOV07A
1A025	Space Validation	100	0	25JUL07A	11DEC07A
1A045	Central Plant Engineering	90	0	25JUL07A	11DEC07A
1A055	Site Utility As-Built Investigation	90	0	25JUL07A	11DEC07A
1A015	CEQA Certification	130	0	25JUL07A	04JAN08A
1A005	Submit Architectural Site Plan SD	20	0	19NOV07A	19FEB08A
1A020	Submit Civil Site Plan SD	20	0	19NOV07A	19FEB08A
G010	Notice to Proceed with Design of P1A	0	0	11DEC07A	
G020	Recirculate Draft EIR	45	0	07JAN08A	22FEB08A
1A010	County Review of Site Plan SD	22	0	20FEB08A	19MAR08A
G055	Board of Supervisors Docketting	1	0	25FEB08A	25MAR08A
1A030	Revisions to Site Plan SD	10	0	20MAR08A	02APR08A
G065	Extended BOS Docketting	10	0	26MAR08A	07APR08A
1A050	County 2nd Review of Site Plan SD	10	0	03APR08A	06MAY08A
G005	DDA Approval	0	0	08APR08A	
G095	Prepare Financing Package	35	0	09APR08A	25JUN08A
G025	County Approval of SD Site Plan	0	0		08MAY08A
G075	Validation Lawsuit	68	0	25JUN08A	23SEP08A
G085	DDA Execution	0	0	24SEP08A	
G015	County Complete New ME Building	0	0		18DEC09A
G035	Phase 1B-NTP (Core & Shell SD Complete w/ P1A)	0	0	04JAN10A	
General					
GMP Milestones					
1ACM055	Start Central Plant Construction (10-01-08)	0	0	01OCT08A	
1AOM055	Start Phase 1A Core & Shell Construction	0	0	16MAR09A	
1BOM070	Notice to Proceed with PSA Design	0	0	30JUL09A	
1ACM060	Central Plant Substantial Completion (09-01-09)	0	0		31AUG09A
1BOM075	Vacate Building #14	1	0	19DEC09A	19DEC09A
1BOM080	Commence Abatement of Building #14	0	0	11JAN10A	20JAN10A
G070	Start Phase 1B Construction (10-29-10)	0	0	29OCT10A	
G050	New Bldg 201 CS, TI & FFE Complete (12-06-10)	0	0		02NOV10A
G060	New Bldg 202 CS, TI & FFE Complete (12-06-10)	0	0		02NOV10A
1BOM085	Sub Completion - Parking Structure "A" (2-07-11)	0	0		14DEC10A
1BCM045	Execute GMP Contract (Conf Center & Cafeteria)	3	0	04MAY11A	08MAY11A
G045	Notice to Proceed with Design of P2 (2-01-11)	0	0	15JUL11A	



Start Date	18NOV07
Finish Date	15MAY14
Data Date	22SEP11
Run Date	10OCT11 16:33

Early Bar
Progress Bar
Critical Activity

C41A

Sheet 1 of 23

Exhibit D, Project Schedule

San Diego County Operations Center

All Activities

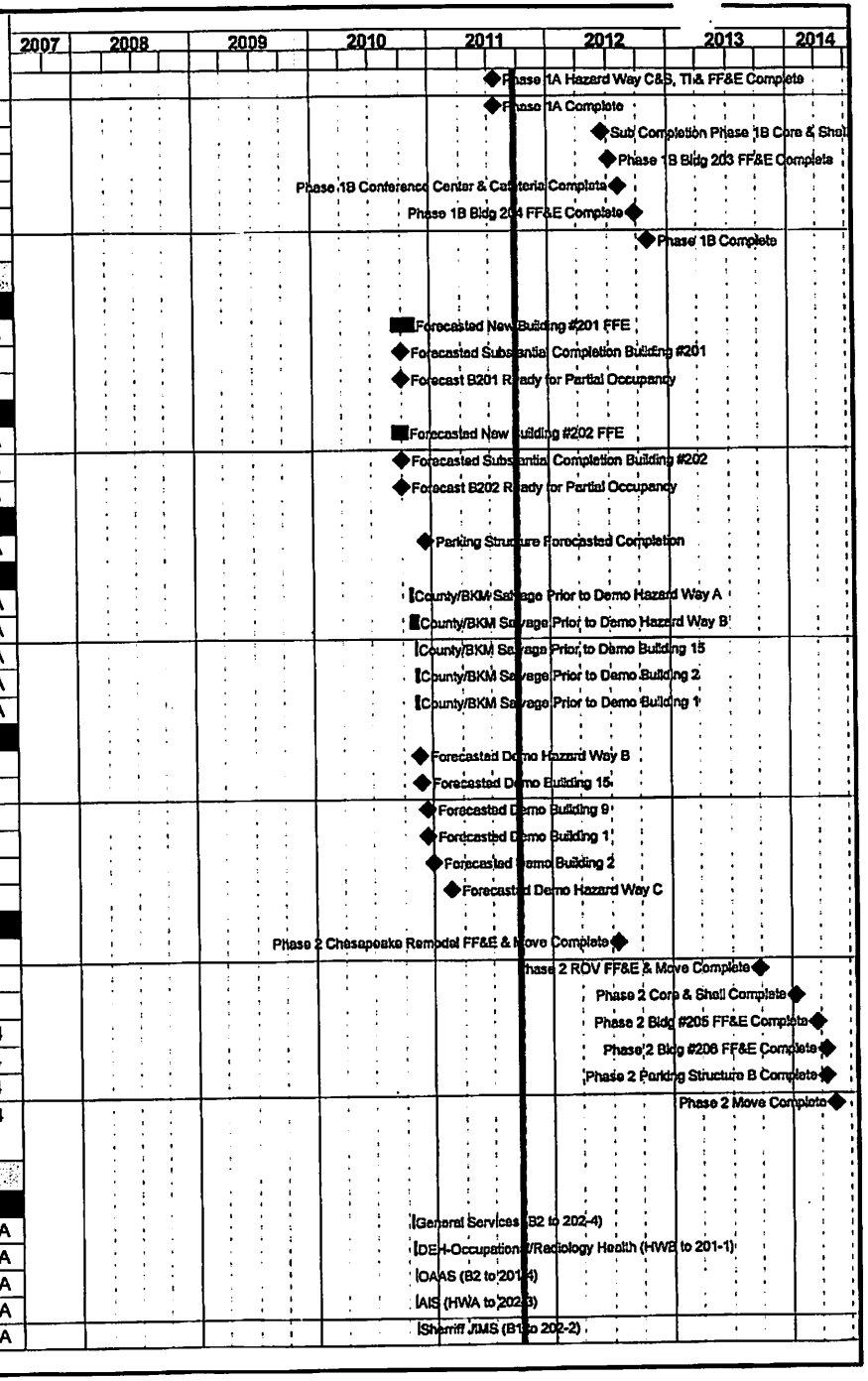
Layout LT-16

Date	Revision	Checked	Approved

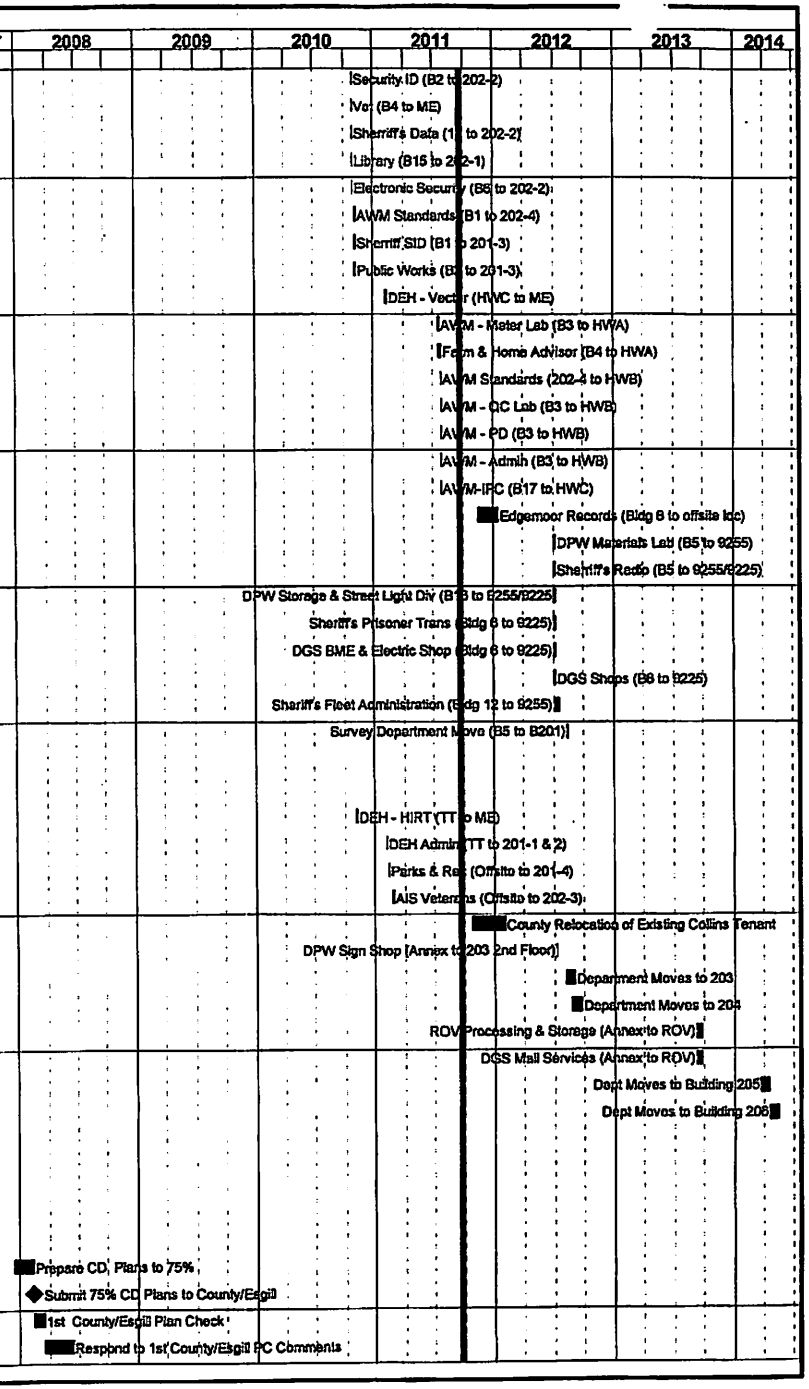
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Finish
G090	Phase 1A Hazard Way C&S, TI & FF&E Complete	0	0		21JUL11A
G105	Phase 1A Complete	0	0		21JUL11A
G120	Sub Completion Phase 1B Core & Shell	0	0		14JUN12
G080-3	Phase 1B Bldg 203 FF&E Complete	0	0		06JUL12
G109	Phase 1B Conference Center & Cafeteria Complete	0	0		01AUG12
G080-4	Phase 1B Bldg 204 FF&E Complete	0	0		20SEP12
G110	Phase 1B Complete	0	0		01NOV12
Forecast Dates					
Building #201					
F1000	Forecasted New Building #201 FFE	50*	0*	02SEP10A	12NOV10A
F1010	Forecasted Substantial Completion Building #201	0	0		30SEP10A
F1020	Forecast B201 Ready for Partial Occupancy	0	0		30SEP10A
Building #202					
F2000	Forecasted New Building #202 FFE	37*	0*	02SEP10A	25OCT10A
F2010	Forecasted Substantial Completion Building #202	0	0		30SEP10A
F2020	Forecast B202 Ready for Partial Occupancy	0	0		30SEP10A
Parking Structure "A"					
F2025	Parking Structure Forecasted Completion	0	0		14DEC10A
County Salvage					
DF3HWA	County/BKM Salvage Prior to Demo Hazard Way A	9	0	22OCT10A	05NOV10A
DF3HWB	County/BKM Salvage Prior to Demo Hazard Way B	10	0	25OCT10A	19NOV10A
DF3010	County/BKM Salvage Prior to Demo Building 15	9	0	08NOV10A	12NOV10A
DF3020	County/BKM Salvage Prior to Demo Building 2	9	0	08NOV10A	19NOV10A
DF3150	County/BKM Salvage Prior to Demo Building 1	9	0	08NOV10A	19NOV10A
Forecast Demo Start Dates					
F3HWB	Forecasted Demo Hazard Way B	0	0	22NOV10A	
F3150	Forecasted Demo Building 15	0	0	29NOV10A	
F3070	Forecasted Demo Building 9	0	0	13DEC10A	
F3010	Forecasted Demo Building 1	0	0	14DEC10A	
F3020	Forecasted Demo Building 2	0	0	27DEC10A	
F3HWA	Forecasted Demo Hazard Way C	0	0	22FEB11A	
Work Not Yet Authorized					
G117	Phase 2 Chesapeake Remodel FF&E & Move Complete	0	0		16JUL12
G116	Phase 2 ROV FF&E & Move Complete	0	0		24SEP13
G113	Phase 2 Core & Shell Complete	0	0		15JAN14
G100-5	Phase 2 Bldg #205 FF&E Complete	0	0		20MAR14
G100-6	Phase 2 Bldg #206 FF&E Complete	0	0		17APR14
G114	Phase 2 Parking Structure B Complete	0	0		17APR14
G115	Phase 2 Move Complete	0	0		15MAY14

Department Relocation Schedule

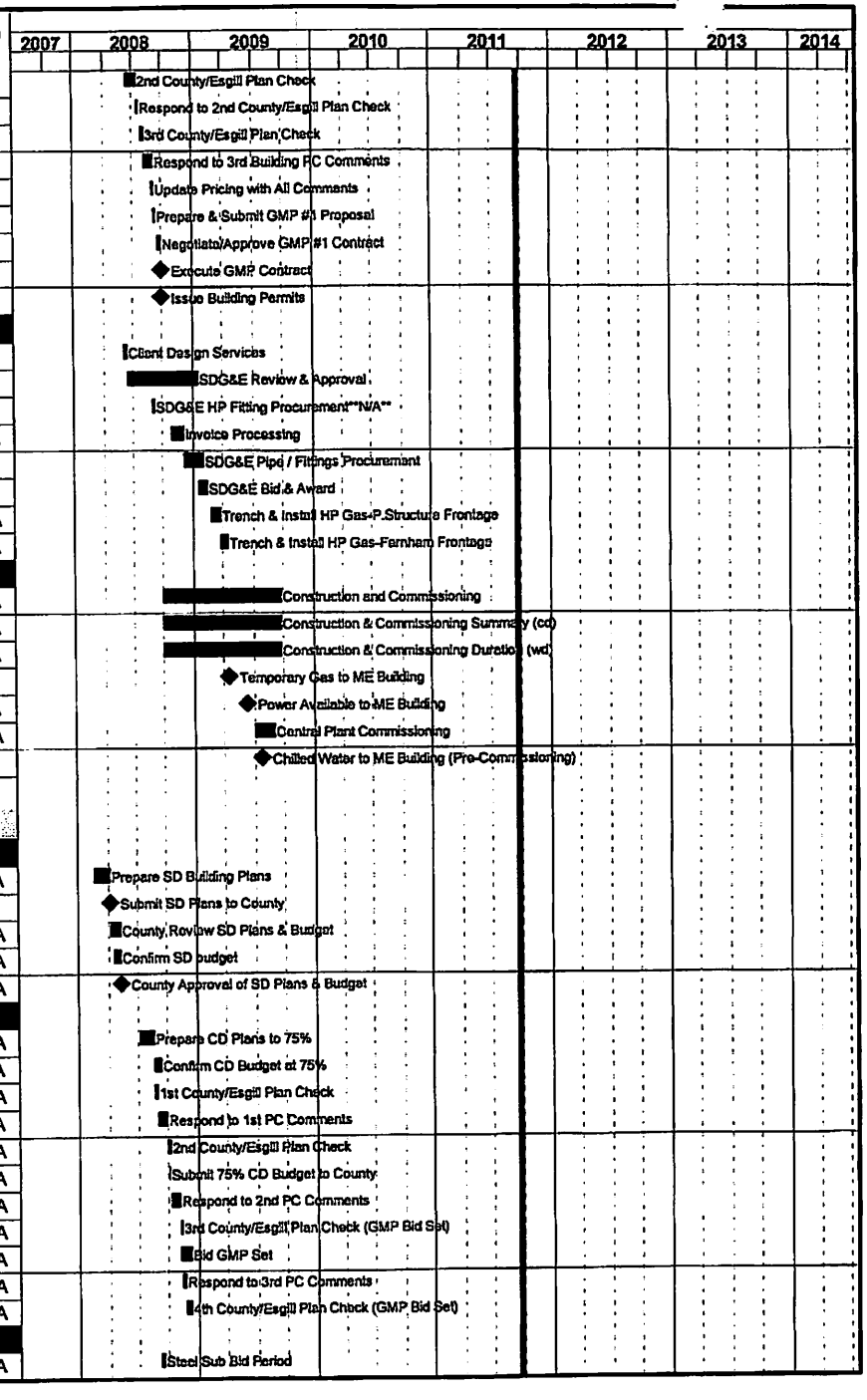
Onsite Departments					
DR1030	General Services (B2 to 202-4)	2	0	15OCT10A	17OCT10A
DR1105	DEH-Occupational/Radiology Health (HWB to 201-1)	3	0	21OCT10A	22OCT10A
DR1040	OAAS (B2 to 201-4)	3	0	22OCT10A	24OCT10A
DR1110	AIS (HWA to 202-3)	3	0	22OCT10A	24OCT10A
DR1015	Sherriff JIMS (B1 to 202-2)	3	0	29OCT10A	31OCT10A



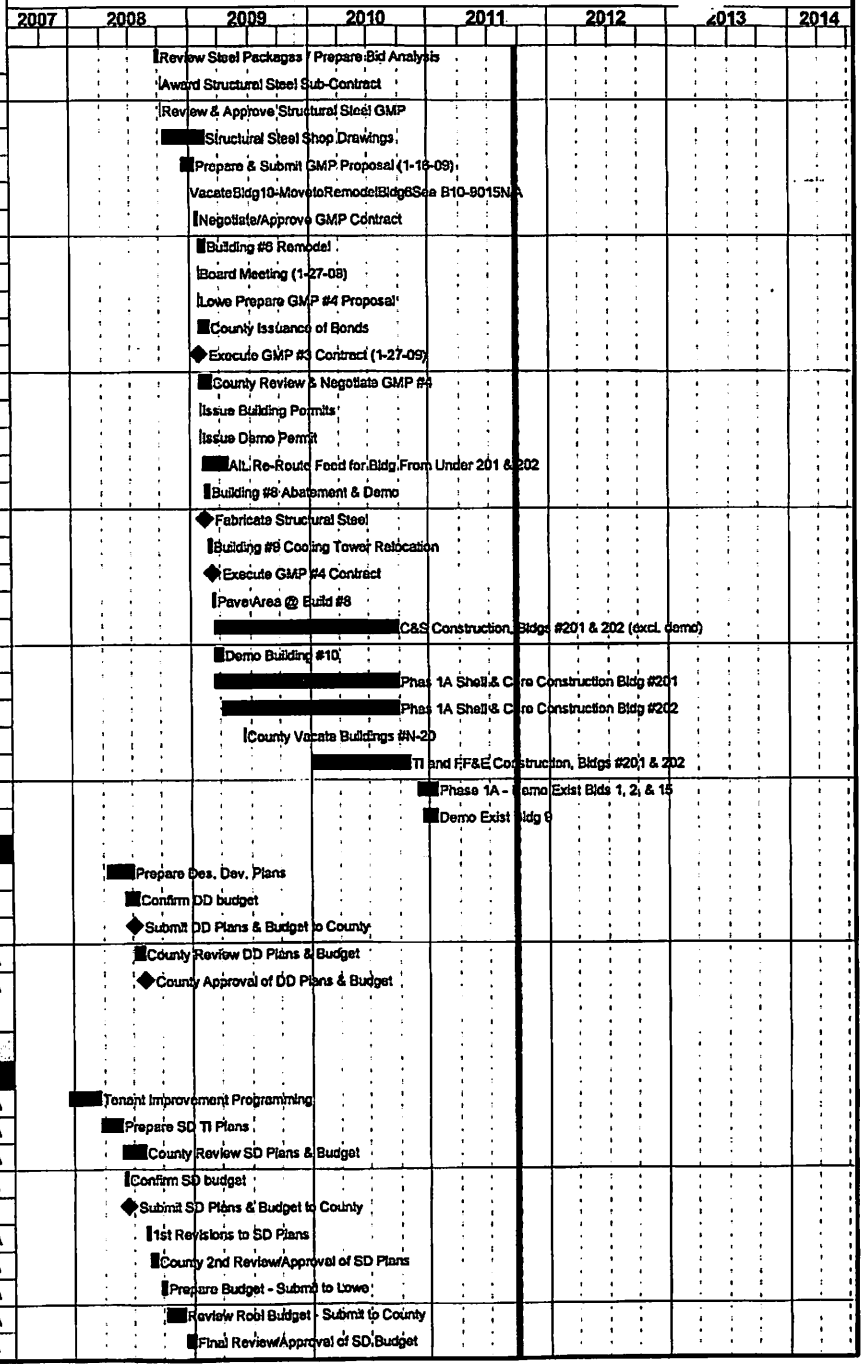
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Finish
DR1035	Security ID (B2 to 202-2)	3	0	29OCT10A	31OCT10A
DR1060	Vet (B4 to ME)	3	0	29OCT10A	31OCT10A
DR1080	Sherriff's Data (12 to 202-2)	3	0	29OCT10A	31OCT10A
DR1085	Library (B15 to 202-1)	3	0	29OCT10A	31OCT10A
DR1115	Electronic Security (B6 to 202-2)	3	0	29OCT10A	31OCT10A
DR1000	AWM Standards (B1 to 202-4)	3	0	05NOV10A	07NOV10A
DR1020	Sherriff SID (B1 to 201-3)	3	0	05NOV10A	07NOV10A
DR1025	Public Works (B2 to 201-3)	3	0	05NOV10A	07NOV10A
DR1100	DEH - Vector (HWC to ME)	3	0	07FEB11A	09FEB11A
DR1055	AWM - Meter Lab (B3 to HWA)	3	0	20JUL11A	22JUL11A
DR1065	Farm & Home Advisor (B4 to HWA)	3	0	20JUL11A	29JUL11A
DR1005	AWM Standards (202-4 to HWB)	2	0	29JUL11A	29JUL11A
DR1010	AWM - QC Lab (B3 to HWB)	2	0	29JUL11A	29JUL11A
DR1045	AWM - PD (B3 to HWB)	1	0	29JUL11A	29JUL11A
DR1050	AWM - Admin (B3 to HWB)	2	0	29JUL11A	29JUL11A
DR1095	AWM-IPC (B17 to HWC)	2	0	29JUL11A	29JUL11A
DR1101	Edgemoor Records (Bldg 6 to offsite loc)	42	42	16NOV11	18JAN12
DR1070	DPW Materials Lab (B5 to 9255)	4	4	02JUL12	06JUL12
DR1075	Sherriff's Radio (B5 to 9255/9225)	4	4	02JUL12	06JUL12
DR1094	DPW Storage & Street Light Div (B16 to 9255/9225	4	4	02JUL12	06JUL12
DR1098	Sheriff's Prisoner Trans (Bldg 6 to 9225)	4	4	02JUL12	06JUL12
DR1099	DGS BME & Electric Shop (Bldg 6 to 9225)	4	4	02JUL12	06JUL12
DR1145	DGS Shops (B6 to 9225)	4	4	02JUL12	06JUL12
DR1102	Sheriff's Fleet Administration (Bldg 12 to 9255)	10	10	02JUL12	16JUL12
DR1146	Survey Department Move (B5 to B201)	5	5	09AUG12	15AUG12
Offsite Departments					
DR1140	DEH - HIRT (TT to ME)	3	0	05NOV10A	07NOV10A
DR1120	DEH Admin (TT to 201-1 & 2)	3	0	04FEB11A	06FEB11A
DR1130	Parks & Rec (Offsite to 201-4)	3	0	11FEB11A	13FEB11A
DR1125	AIS Veterans (Offsite to 202-3)	3	0	25FEB11A	27FEB11A
1BF125	County Relocation of Existing Collins Tenant	67	67	26OCT11	02FEB12
CR1120	DPW Sign Shop (Annex to 203 2nd Floor)	2	2	07JUL12	08JUL12
DR1106	Department Moves to 203	20	20	02AUG12	29AUG12
DR1107	Department Moves to 204	20	20	23AUG12	20SEP12
DR1096	ROV Processing & Storage (Annex to ROV)	11	11	10SEP13	24SEP13
DR1097	DGS Mail Services (Annex to ROV)	11	11	10SEP13	24SEP13
DR1103	Dept Moves to Building 205	20	20	21MAR14	17APR14
DR1104	Dept Moves to Building 206	20	20	18APR14	15MAY14
Phase 1A					
Central Plant/Utility Backbone					
Design					
1AC065	Prepare CD Plans to 75%	45	0	12DEC07A	13FEB08A
1AC075	Submit 75% CD Plans to County/Esgill	0	0	11FEB08A	
1AC100	1st County/Esgill Plan Check	25	0	14FEB08A	17MAR08A
1AC105	Respond to 1st County/Esgill PC Comments	10	0	18MAR08A	13JUN08A



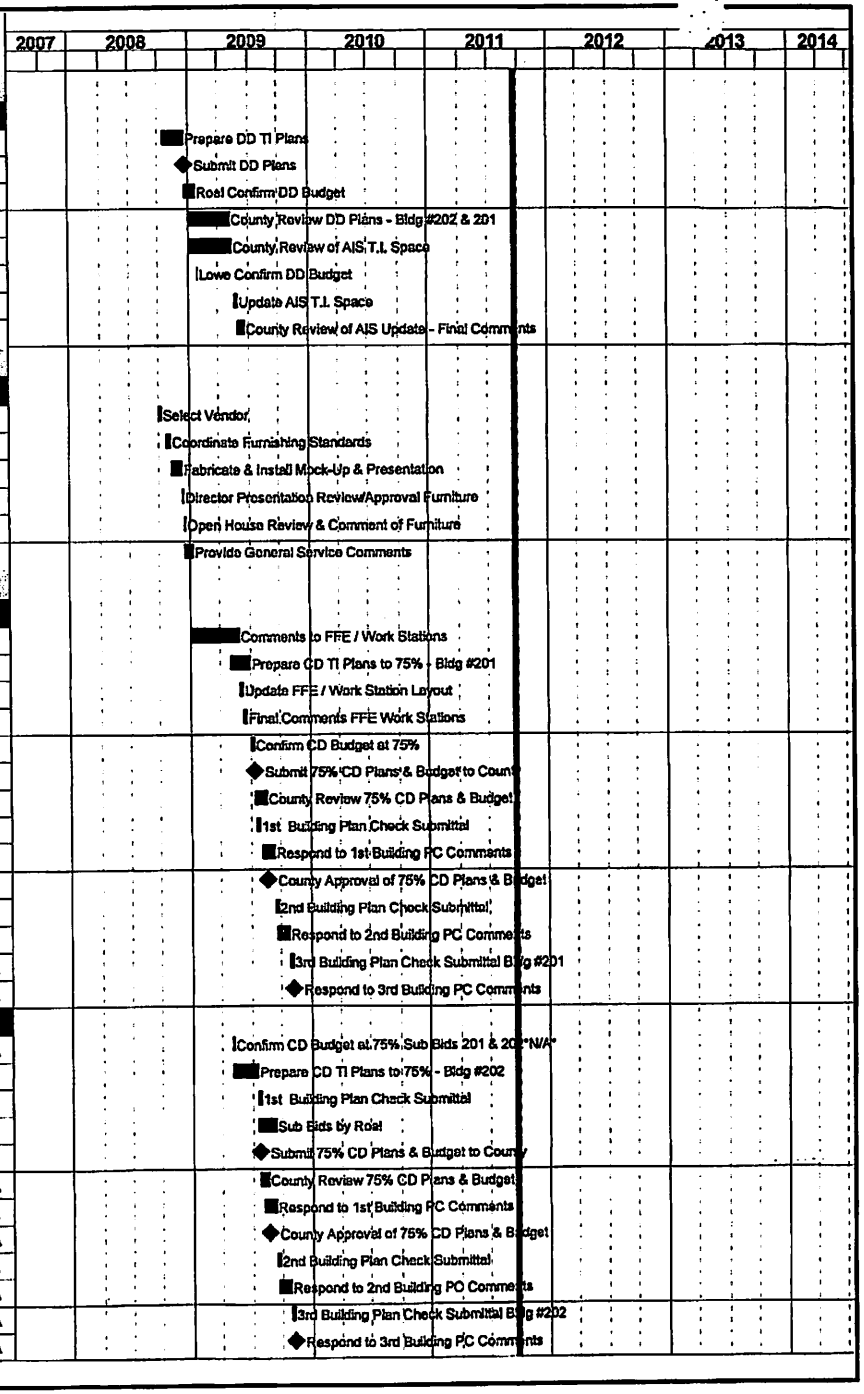
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Late Finish
1AC110	2nd County/Esgill Plan Check	22	0	16JUN08A	15JUL08A
1AC115	Respond to 2nd County/Esgill Plan Check	10	0	16JUL08A	25JUL08A
1AC120	3rd County/Esgill Plan Check	5	0	28JUL08A	06AUG08A
1AC125	Respond to 3rd Building PC Comments	22	0	07AUG08A	08SEP08A
1AC175	Update Pricing with All Comments	5	0	02SEP08A	08SEP08A
1AC080	Prepare & Submit GMP #1 Proposal	5	0	09SEP08A	12SEP08A
1AC085	Negotiate/Approve GMP #1 Contract	10	0	15SEP08A	29SEP08A
1AC045	Execute GMP Contract	0	0		29SEP08A
1AC130	Issue Building Permits	0	0		29SEP08A
HP Gas					
1AC220	Client Design Services	20	0	02JUN08A	13JUN08A
1AC230	SDG&E Review & Approval	20	0	16JUN08A	14JAN09A
1AC260	SDG&E HP Fitting Procurement**N/A**	130	0	03SEP08A	03SEP08A
1AC255	Invoice Processing	10	0	27OCT08A	03DEC08A
1AC250	SDG&E Pipe / Fittings Procurement	80	0	04DEC08A	05FEB09A
1AC240	SDG&E Bid & Award	20	0	15JAN09A	13FEB09A
1AC280	Trench & Install HP Gas-P.Structure Frontage	25	0	23FEB09A	23MAR09A
1AC270	Trench & Install HP Gas-Farnham Frontage	25	0	24MAR09A	16APR09A
ROEL Construction Co.					
1AC170X	Construction and Commissioning	248*	0*	01OCT08A	25SEP09A
1AC190	Construction & Commissioning Summary (cd)	360*	0*	01OCT08A	25SEP09A
1AC170	Construction & Commissioning Duration (wd)	269	0	01OCT08A	25SEP09A
1AC200	Temporary Gas to ME Building	0	0	15APR09A	
1ACM065	Power Available to ME Building	0	0		09JUN09A
1AC180	Central Plant Commissioning	81	0	02JUL09A	31AUG09A
1AC210	Chilled Water to ME Building (Pre-Commissioning)	0	0	23JUL09A	
Phase 1A - Office Buildings					
Tenant Improvements - 205 & 208					
Schematic Design					
1AO005	Prepare SD Building Plans	50	0	18FEB08A	10APR08A
1AO015	Submit SD Plans to County	0	0	11APR08A	
1AO020	County Review SD Plans & Budget	10	0	12APR08A	12MAY08A
1AO010	Confirm SD budget	10	0	19APR08A	12MAY08A
1AOM025	County Approval of SD Plans & Budget	0	0		12MAY08A
Construction Documents					
1AO050	Prepare CD Plans to 75%	34	0	08JUL08A	18AUG08A
1AO060	Confirm CD Budget at 75%	15	0	18AUG08A	12SEP08A
1AO100	1st County/Esgill Plan Check	15	0	19AUG08A	29AUG08A
1AO105	Respond to 1st PC Comments	20	0	02SEP08A	30SEP08A
1AO110	2nd County/Esgill Plan Check	15	0	01OCT08A	09OCT08A
1AO075	Submit 75% CD Budget to County	1	0	03OCT08A	03OCT08A
1AO115	Respond to 2nd PC Comments	10	0	10OCT08A	05NOV08A
1AO120	3rd County/Esgill Plan Check (GMP Bid Set)	5	0	06NOV08A	12NOV08A
1AO140	Bid GMP Set	15	0	06NOV08A	09DEC08A
1AO125	Respond to 3rd PC Comments	5	0	13NOV08A	21NOV08A
1AO120-1	4th County/Esgill Plan Check (GMP Bid Set)	5	0	24NOV08A	09DEC08A
Construction					
1AO230	Steel Sub Bid Period	2	0	09SEP08A	19SEP08A



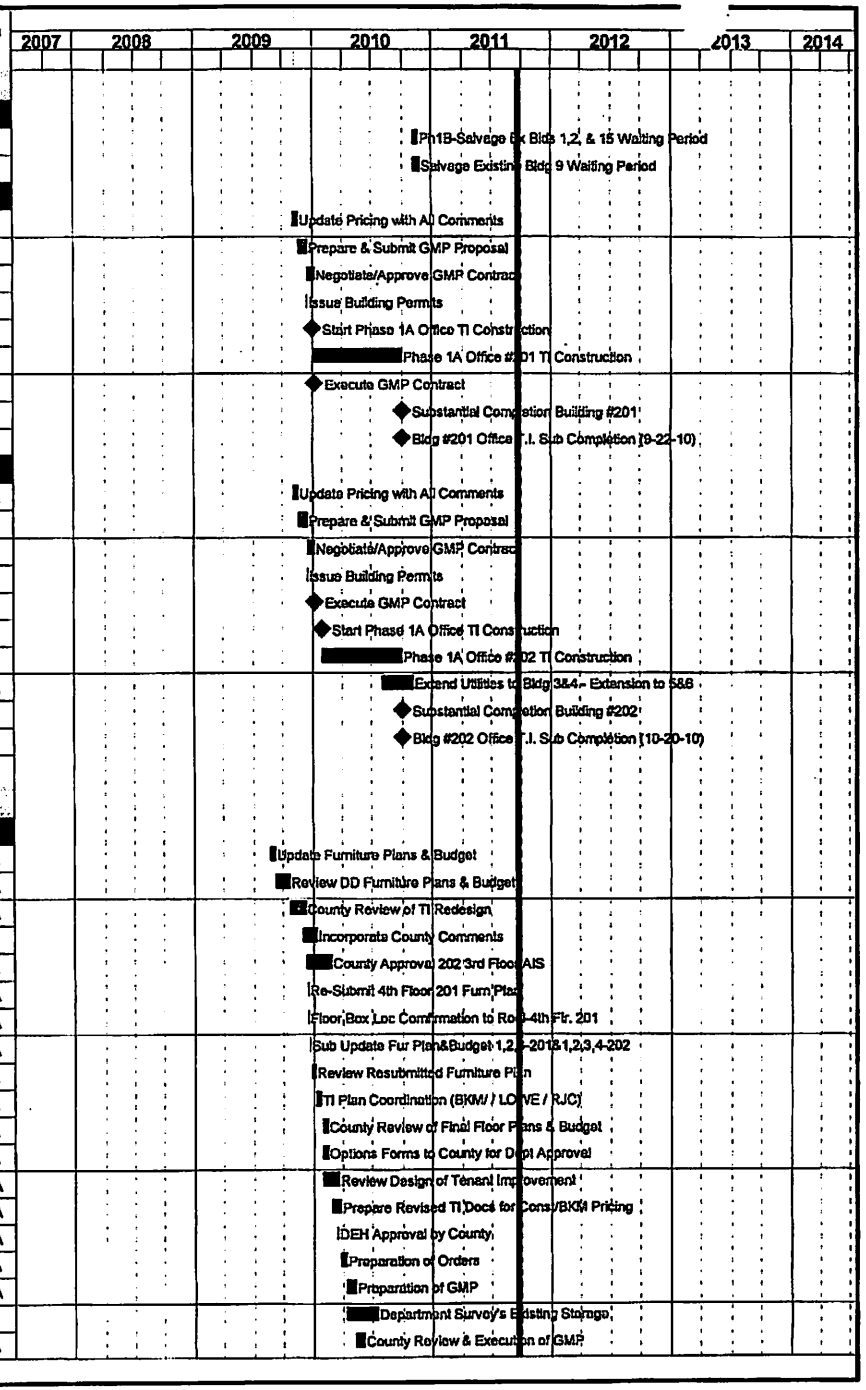
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Finish
1AO240	Review Steel Packages / Prepare Bid Analysis	5	0	22SEP08A	03OCT08A
1AO260	Award Structural Steel Sub-Contract	1	0	09OCT08A	09OCT08A
1AO250	Review & Approve Structural Steel GMP	5	0	10OCT08A	10OCT08A
1AO265	Structural Steel Shop Drawings	80	0	17OCT08A	20FEB09A
1AO220	Prepare & Submit GMP Proposal (1-16-09)	25	0	10DEC08A	16JAN09A
1AO215	VacateBldg10-MovetoRemodelBldg6See B10-9015N/A	15	0	01JAN09A	01JAN09A
1AOM080	Negotiate/Approve GMP Contract	7	0	19JAN09A	27JAN09A
1AO210	Building #6 Remodel	14	0	26JAN09A	20FEB09A
1AO245	Board Meeting (1-27-09)	1	0	27JAN09A	27JAN09A
1AO270	Lowe Prepare GMP #4 Proposal	5	0	27JAN09A	29JAN09A
1AO255	County Issuance of Bonds	14	0	27JAN09A	02MAR09A
1AOM045	Execute GMP #3 Contract (1-27-09)	0	0		27JAN09A
1AO280	County Review & Negotiate GMP #4	10	0	30JAN09A	06MAR09A
1AO130	Issue Building Permits	1	0	05FEB09A	05FEB09A
1AO200	Issue Demo Permit	1	0	05FEB09A	05FEB09A
1AO205	Alt. Re-Route Feed for Bldg From Under 201 & 202	9	0	11FEB09A	27APR09A
1AO235	Building #8 Abatement & Demo	10	0	12FEB09A	04MAR09A
1AO275	Fabricate Structural Steel	0	0	17FEB09A	
1AO235-1	Building #9 Cooling Tower Relocation	15	0	24FEB09A	07MAR09A
1AOM050	Execute GMP #4 Contract	0	0		06MAR09A
1AO285	Pave Area @ Build #8	6	0	09MAR09A	16MAR09A
1AO170	C&S Construction, Bldgs #201 & 202 (excl. demo)	395*	0*	16MAR09A	30SEP10A
1AO225	Demo Building #10	20	0	16MAR09A	10APR09A
1AO170-1	Phas 1A Shell & Core Construction Bldg #201	396*	0*	16MAR09A	30SEP10A
1AO170-2	Phas 1A Shell & Core Construction Bldg #202	381*	0*	06APR09A	30SEP10A
1AO180	County Vacate Buildings #N-20	9	0	09JUN09A	16JUN09A
1AT170	TI and FF&E Construction, Bldgs #201 & 202	214*	0*	04JAN10A	02NOV10A
1BO190	Phase 1A - Demo Exist Bldg 1, 2, & 15	35	0	29NOV10A	28JAN11A
1BO225	Demo Exist Bldg 9	15	0	13DEC10A	28JAN11A
Design Development					
1AO025	Prepare Des. Dev. Plans	50	0	13APR08A	07JUL08A
1AO035	Confirm DD budget	20	0	12JUN08A	25JUL08A
1AO040	Submit DD Plans & Budget to County	0	0	07JUL08A	
1AO045	County Review DD Plans & Budget	20	0	08JUL08A	07AUG08A
1AOM035	County Approval of DD Plans & Budget	0	0		07AUG08A
Office Tenant Improvements GMP					
Schematic Design					
1AT055	Tenant Improvement Programming	66	0	12DEC07A	25MAR08A
1AT005	Prepare SD TI Plans	30	0	26MAR08A	29MAY08A
1AT020	County Review SD Plans & Budget	22	0	29MAY08A	07AUG08A
1AT010	Confirm SD budget	10	0	02JUN08A	13JUN08A
1AT015	Submit SD Plans & Budget to County	0	0	13JUN08A	
1AT065	1st Revisions to SD Plans	15	0	08AUG08A	18AUG08A
1AT085	County 2nd Review/Approval of SD Plans	20	0	19AUG08A	09SEP08A
1AT085-2	Prepare Budget - Submit to Lowe	7	0	25SEP08A	06OCT08A
1AT085-3	Review Roel Budget - Submit to County	4	0	07OCT08A	05DEC08A
1AT085-4	Final Review/Approval of SD Budget	10	0	08DEC08A	07JAN09A



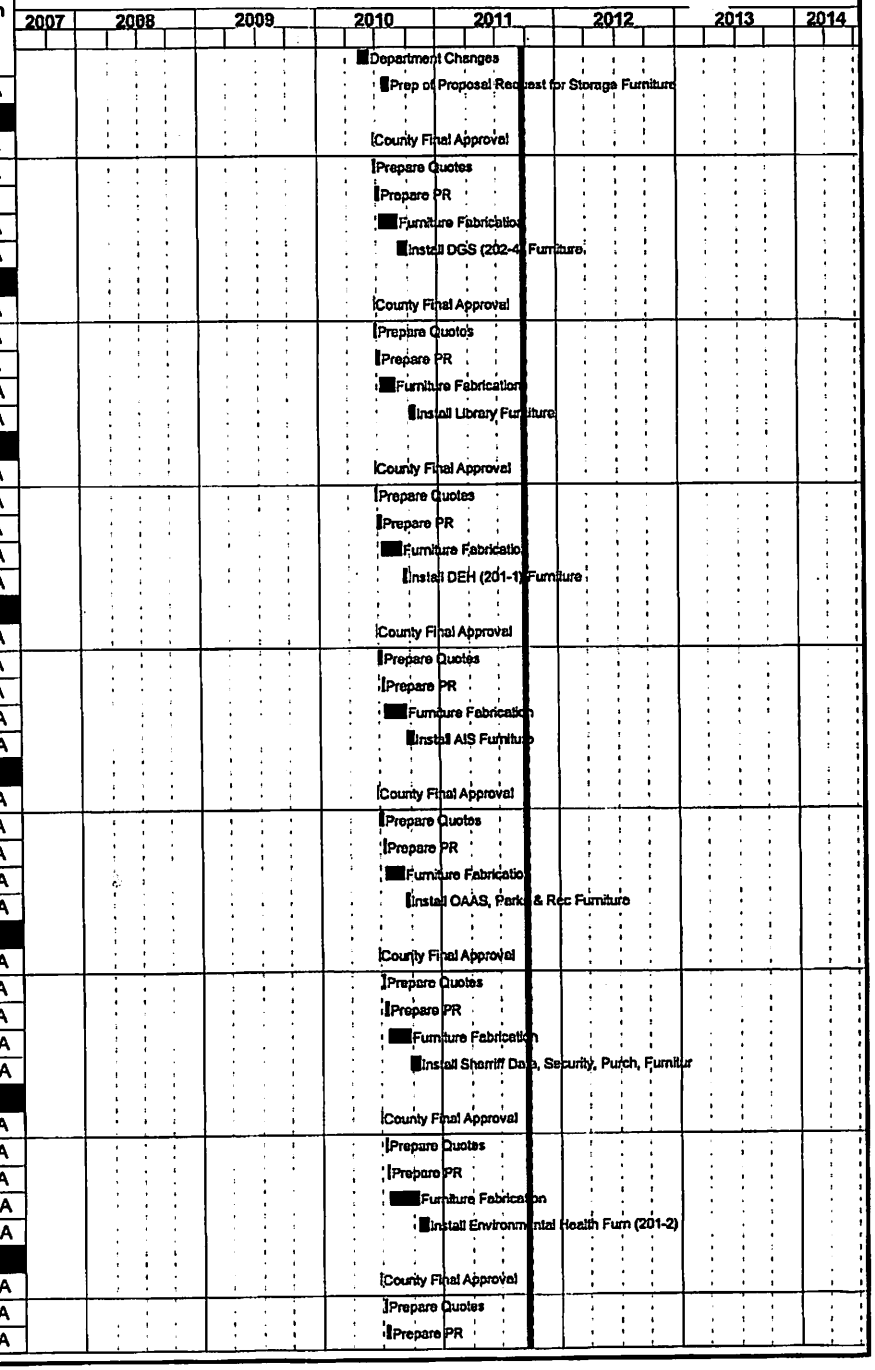
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Early Finish
Design Development					
1AT025	Prepare DD TI Plans	39	0	14OCT08A	19DEC08A
1AT040	Submit DD Plans	0	0	22DEC08A	
1AT035	Roel Confirm DD Budget	15	0	22DEC08A	23JAN09A
1AT045	County Review DD Plans - Bldg #202 & 201	21	0	30DEC08A	08MAY09A
1AT070	County Review of AIS T.I. Space	97	0	30DEC08A	15MAY09A
1AT035-1	Lowe Confirm DD Budget	4	0	28JAN09A	28JAN09A
1AT090	Update AIS T.I. Space	10	0	18MAY09A	01JUN09A
1AT095	County Review of AIS Update - Final Comments	10	0	02JUN09A	19JUN09A
Hard & Soft Wall Design					
1AT135	Select Vendor	3	0	01OCT08A	09OCT08A
1AT145	Coordinate Furnishing Standards	13	0	21OCT08A	06NOV08A
1AT150	Fabricate & Install Mock-Up & Presentation	19	0	06NOV08A	08DEC08A
1AT165-1	Director Presentation Review/Approval Furniture	5	0	08DEC08A	12DEC08A
1AT165-3	Open House Review & Comment of Furniture	5	0	15DEC08A	19DEC08A
1AT165-8	Provide General Service Comments	10	0	15DEC08A	13JAN09A
Construction Documents					
Building #201					
1AT055-1	Comments to FFE / Work Stations	106	0	30DEC08A	29MAY09A
1AT050-1	Prepare CD TI Plans to 75% - Bldg #201	40	0	05MAY09A	03JUL09A
1AT065-1	Update FFE / Work Station Layout	5	0	01JUN09A	08JUN09A
1AT085-1	Final Comments FFE Work Stations	8	0	09JUN09A	19JUN09A
1AT060-1	Confirm CD Budget at 75%	15	0	06JUL09A	16JUL09A
1AT075-1	Submit 75% CD Plans & Budget to County	0	0	17JUL09A	
1AT080-1	County Review 75% CD Plans & Budget	20	0	17JUL09A	21AUG09A
1AT100-1	1st Building Plan Check Submittal	15	0	21JUL09A	31JUL09A
1AT105-1	Respond to 1st Building PC Comments	15	0	03AUG09A	11SEP09A
1ATM040-1	County Approval of 75% CD Plans & Budget	0	0		21AUG09A
1AT110-1	2nd Building Plan Check Submittal	10	0	14SEP09A	21SEP09A
1AT115-1	Respond to 2nd Building PC Comments	10	0	21SEP09A	26OCT09A
1AT120-1	3rd Building Plan Check Submittal Bldg #201	5	0	27OCT09A	05NOV09A
1AT125-1	Respond to 3rd Building PC Comments	0	0		05NOV09A
Building #202					
1AT050	Confirm CD Budget at 75% Sub Bids 201 & 202*N/A*	15	0	05MAY09A	05MAY09A
1AT050	Prepare CD TI Plans to 75% - Bldg #202	40	0	05MAY09A	20JUL09A
1AT100	1st Building Plan Check Submittal	15	0	21JUL09A	31JUL09A
1AT155	Sub Bids by Roel	40	0	21JUL09A	15SEP09A
1AT075	Submit 75% CD Plans & Budget to County	0	0	28JUL09A	
1AT080	County Review 75% CD Plans & Budget	20	0	28JUL09A	21AUG09A
1AT105	Respond to 1st Building PC Comments	15	0	03AUG09A	11SEP09A
1ATM040	County Approval of 75% CD Plans & Budget	0	0		21AUG09A
1AT110	2nd Building Plan Check Submittal	10	0	14SEP09A	21SEP09A
1AT115	Respond to 2nd Building PC Comments	10	0	21SEP09A	26OCT09A
1AT120	3rd Building Plan Check Submittal Bldg #202	5	0	27OCT09A	05NOV09A
1AT125	Respond to 3rd Building PC Comments	0	0		05NOV09A



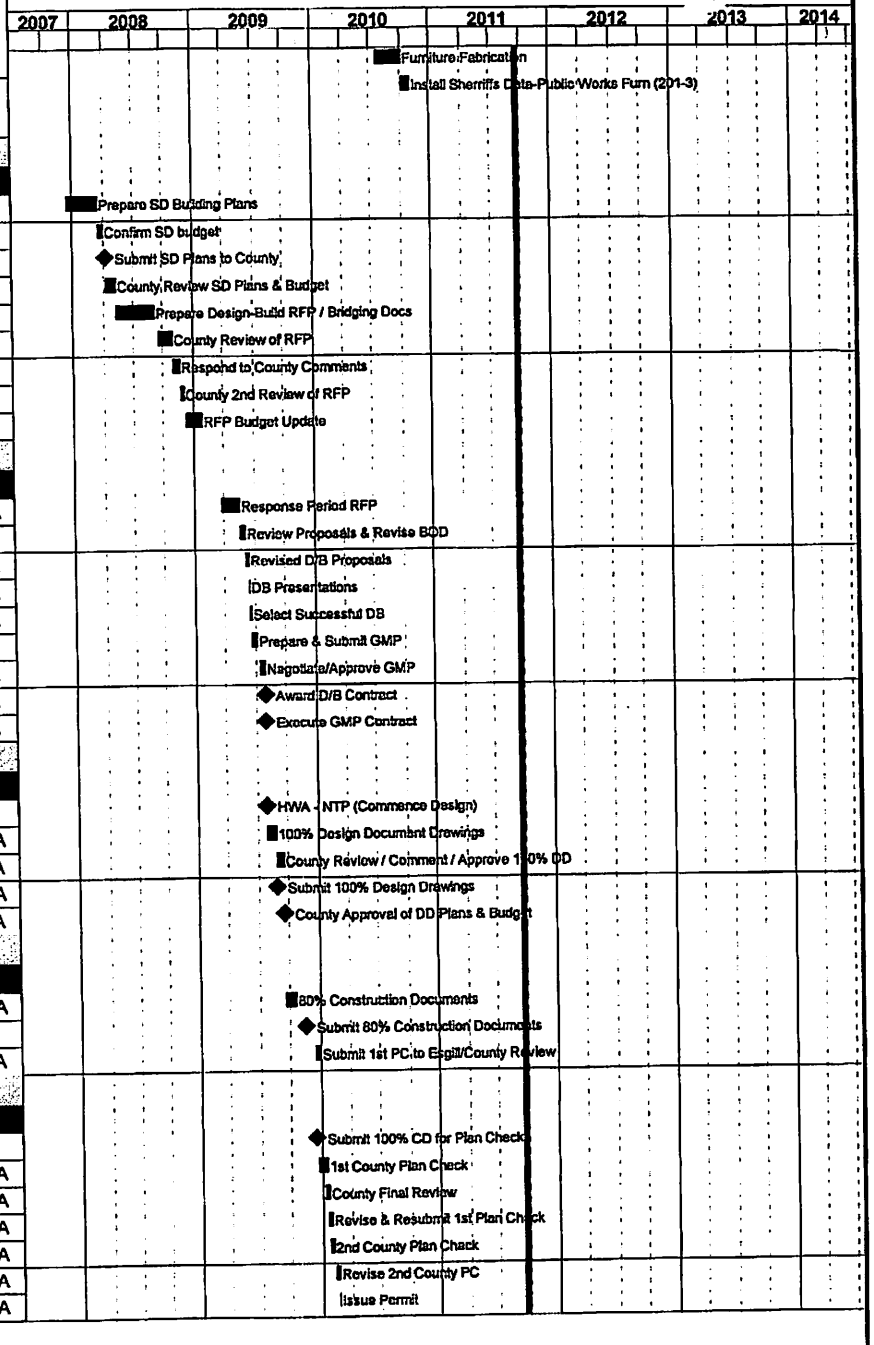
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	L Finish
Construction					
Phase 1A + Pre-Construction Events					
1BMO180	Ph1B-Salvage Ex Bids 1,2, & 15 Waiting Period	10	0	05NOV10A	19NOV10A
1BO220	Salvage Existing Bldg 9 Waiting Period	10	0	05NOV10A	24NOV10A
Building #201					
1AT140-1	Update Pricing with All Comments	10	0	05NOV09A	16NOV09A
1ATM065-1	Prepare & Submit GMP Proposal	10	0	17NOV09A	15DEC09A
1AT180-1	Negotiate/Approve GMP Contract	5	0	16DEC09A	07JAN10A
1AT130-1	Issue Building Permits	1	0	17DEC09A	17DEC09A
1ATM055-1	Start Phase 1A Office TI Construction	0	0	04JAN10A	
1AT170-1	Phase 1A Office #201 TI Construction	185	0	04JAN10A	30SEP10A
1ATM045-1	Execute GMP Contract	0	0		07JAN10A
1AT205-1	Substantial Completion Building #201	0	0		30SEP10A
1ATM060-1	Bldg #201 Office T.I. Sub Completion (9-22-10)	0	0		30SEP10A
Building #202					
1AT140	Update Pricing with All Comments	10	0	05NOV09A	16NOV09A
1ATM065	Prepare & Submit GMP Proposal	10	0	17NOV09A	15DEC09A
1AT180	Negotiate/Approve GMP Contract	5	0	16DEC09A	07JAN10A
1AT130	Issue Building Permits	1	0	17DEC09A	17DEC09A
1ATM045	Execute GMP Contract	0	0		07JAN10A
1ATM055	Start Phase 1A Office TI Construction	0	0	01FEB10A	
1AT170-2	Phase 1A Office #202 TI Construction	172*	0*	01FEB10A	30SEP10A
1BO200	Extend Utilities to Bldg 3&4 - Extension to 5&6	44	0	02AUG10A	01NOV10A
1AT205	Substantial Completion Building #202	0	0		30SEP10A
1ATM060	Bldg #202 Office T.I. Sub Completion (10-20-10)	0	0		30SEP10A
Furniture Design					
Buildings #201 & #202					
FD1000	Update Furniture Plans & Budget	5	0	25AUG09A	09SEP09A
FD1005	Review DD Furniture Plans & Budget	22	0	10SEP09A	21OCT09A
FD1040	County Review of TI Redesign	11	0	22OCT09A	10DEC09A
FD1045	Incorporate County Comments	13	0	03DEC09A	15JAN10A
FD1060	County Approval 202 3rd Floor AIS	33	0	11DEC09A	26FEB10A
FD1065	Re-Submit 4th Floor 201 Furn Plan	1	0	15DEC09A	15DEC09A
FD1055-A	Floor Box Loc Comfirmation to Roel-4th Flr. 201	1	0	16DEC09A	16DEC09A
FD1050	Sub Update Fur Plan&Budget 1,2,3-201&1,2,3,4-202	1	0	24DEC09A	24DEC09A
FD1055	Review Resubmitted Furniture Plan	10	0	28DEC09A	08JAN10A
FD1010	TI Plan Coordination (BKM/ / LOWE / RJC)	5	0	07JAN10A	26JAN10A
FD1015	County Review of Final Floor Plans & Budget	20	0	28JAN10A	17FEB10A
FD1025	Options Forms to County for Dept Approval	20	0	28JAN10A	17FEB10A
FD1070	Review Design of Tenant Improvement	18	0	02FEB10A	18MAR10A
FD1075	Prepare Revised TI Docs for Const/BKM Pricing	16	0	01MAR10A	24MAR10A
FD1100	DEH Approval by County	1	0	17MAR10A	17MAR10A
FD1020	Preparation of Orders	17	0	25MAR10A	09APR10A
FD1030	Preparation of GMP	10	0	12APR10A	10MAY10A
FD1080	Department Survey's Existing Storage	25	0	15APR10A	16JUL10A
FD1034	County Review & Execution of GMP	11	0	11MAY10A	08JUN10A



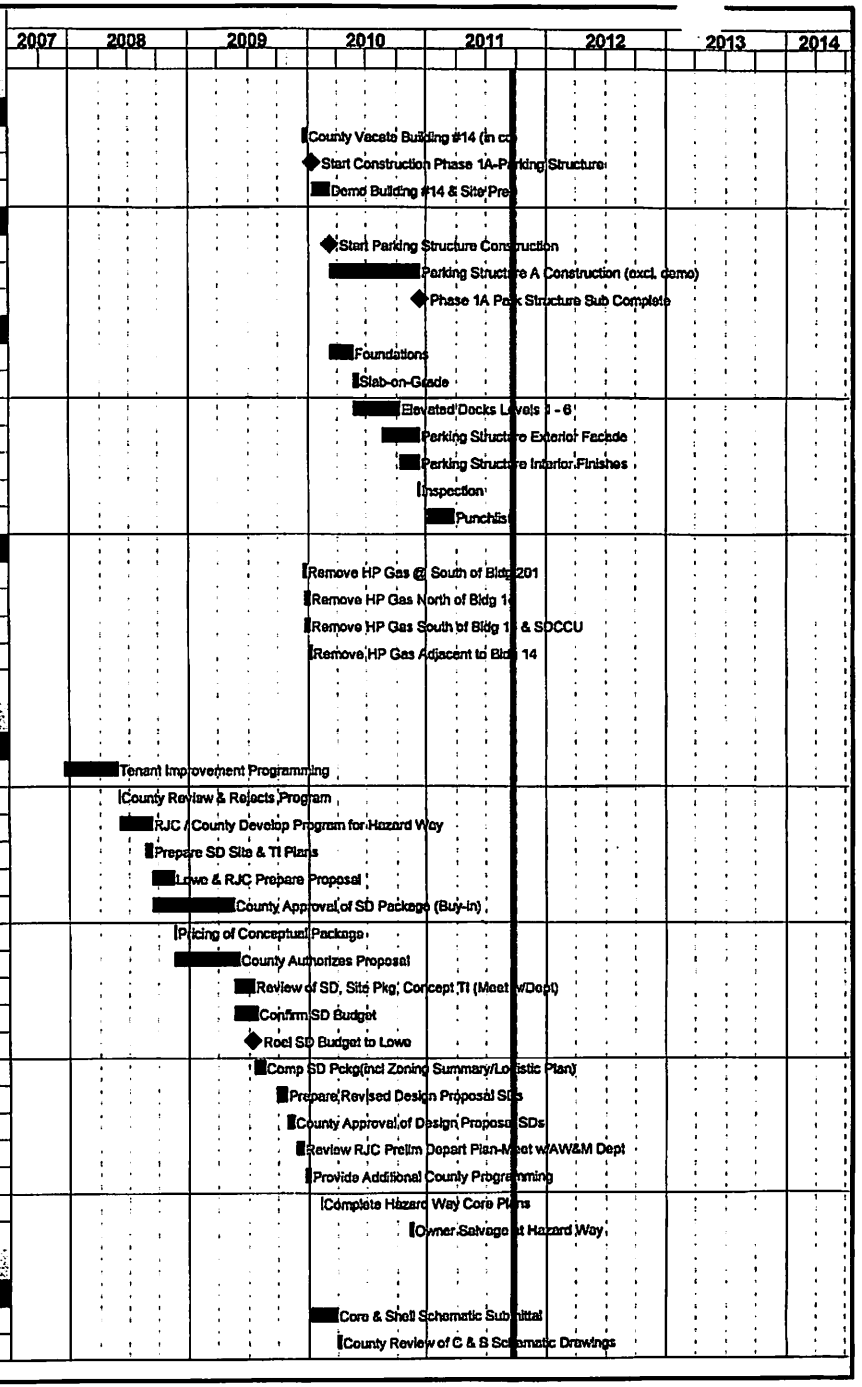
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	L	Finish
FD1105	Department Changes	23	0	11MAY10A		14JUN10A
FD1090	Prep of Proposal Request for Storage Furniture	9	0	19JUL10A		12AUG10A
2nd Flr. Dept General Services						
FD1115	County Final Approval	2	0	22JUN10A		23JUN10A
FD1120	Prepare Quotes	4	0	24JUN10A		28JUN10A
FD1125	Prepare PR	6	0	29JUN10A		07JUL10A
FD1130	Furniture Fabrication	40	0	08JUL10A		01SEP10A
FD1135	Install DGS (202-4) Furniture	20	0	02SEP10A		30SEP10A
Library						
FD2115	County Final Approval	2	0	22JUN10A		23JUN10A
FD2120	Prepare Quotes	4	0	24JUN10A		28JUN10A
FD2125	Prepare PR	6	0	29JUN10A		07JUL10A
FD2130	Furniture Fabrication	40	0	08JUL10A		23AUG10A
FD2135	Install Library Furniture	14	0	05OCT10A		25OCT10A
1st Flr Dept Environmental Health						
FD3115	County Final Approval	2	0	22JUN10A		23JUN10A
FD3120	Prepare Quotes	4	0	24JUN10A		28JUN10A
FD3125	Prepare PR	6	0	29JUN10A		07JUL10A
FD3130	Furniture Fabrication	40	0	08JUL10A		10SEP10A
FD3135	Install DEH (201-1) Furniture	14	0	13SEP10A		27SEP10A
AIS						
FD2165	County Final Approval	5	0	22JUN10A		24JUN10A
FD2170	Prepare Quotes	4	0	02JUL10A		07JUL10A
FD2175	Prepare PR	5	0	08JUL10A		15JUL10A
FD2180	Furniture Fabrication	50	0	16JUL10A		20SEP10A
FD2185	Install AIS Furniture	17	0	21SEP10A		13OCT10A
OAAS and Parks & Rec						
FD1140	County Final Approval	4	0	22JUN10A		25JUN10A
FD1145	Prepare Quotes	4	0	01JUL10A		07JUL10A
FD1150	Prepare PR	5	0	08JUL10A		14JUL10A
FD1155	Furniture Fabrication	41	0	15JUL10A		10SEP10A
FD1160	Install OAAS, Parks & Rec Furniture	14	0	13SEP10A		28SEP10A
Sheriff Data, Security & Purchasing						
FD1165	County Final Approval	5	0	22JUN10A		24JUN10A
FD1170	Prepare Quotes	4	0	07JUL10A		12JUL10A
FD1175	Prepare PR	5	0	13JUL10A		20JUL10A
FD1180	Furniture Fabrication	50	0	22JUL10A		27SEP10A
FD1185	Install Sherriff Data, Security, Purch, Furnitur	18	0	28SEP10A		21OCT10A
2nd Flr Dept Environmental Health						
FD1215	County Final Approval	3	0	29JUN10A		01JUL10A
FD1220	Prepare Quotes	4	0	08JUL10A		13JUL10A
FD1225	Prepare PR	5	0	14JUL10A		21JUL10A
FD1230	Furniture Fabrication	61	0	22JUL10A		15OCT10A
FD1235	Install Environmental Health Furn (201-2)	19	0	18OCT10A		12NOV10A
Sheriff's SID & Public Works						
FD1190	County Final Approval	4	0	22JUN10A		24JUN10A
FD1195	Prepare Quotes	4	0	07JUL10A		12JUL10A
FD1200	Prepare PR	5	0	13JUL10A		20JUL10A



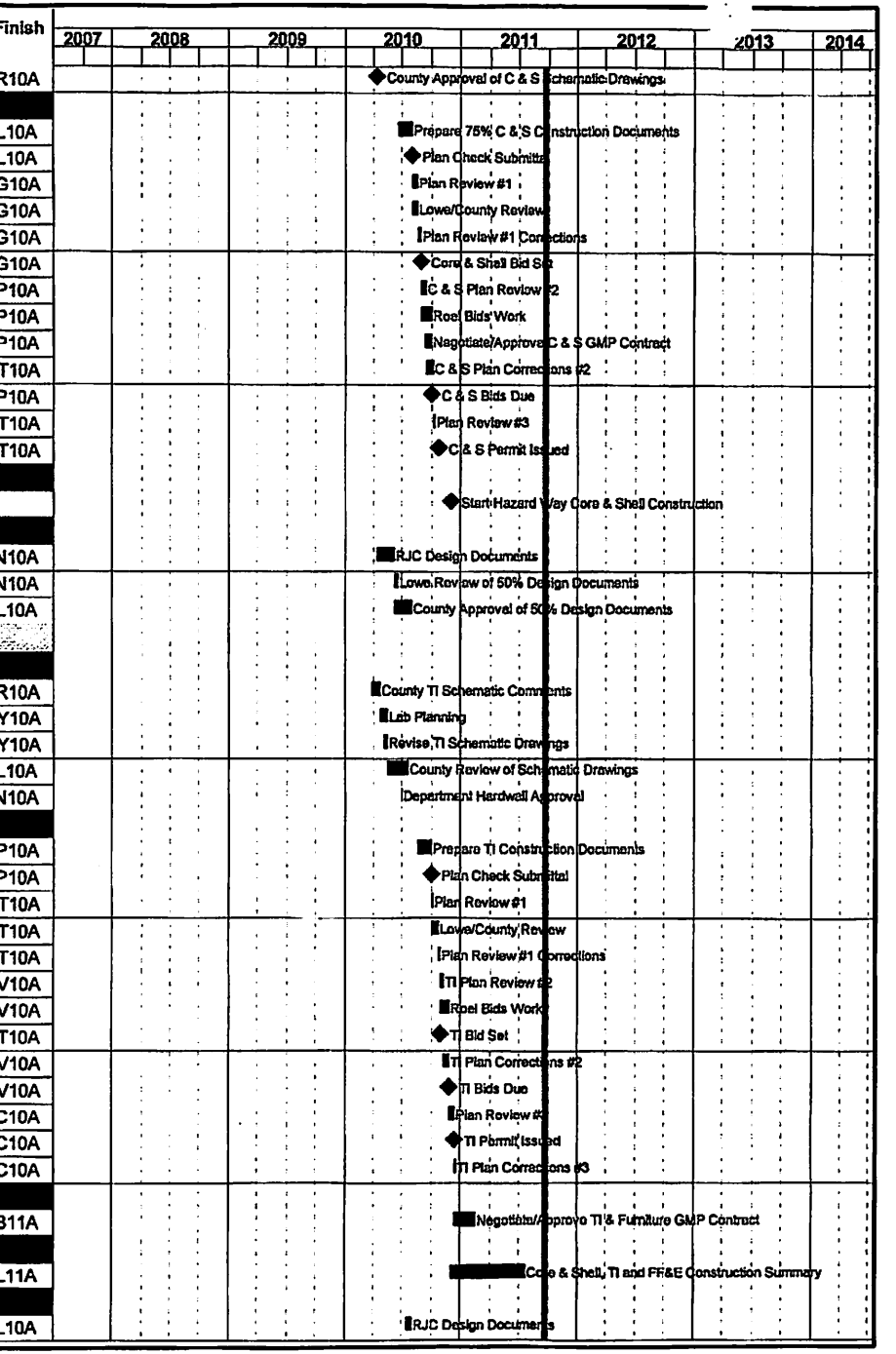
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	E. Finish
FD1205	Furniture Fabrication	53	0	21JUL10A	05OCT10A
FD1210	Install Sherriffs Data-Public Works Furn (201-3)	21	0	06OCT10A	03NOV10A
Parking Structure "A"					
Schematic Design					
1AP005	Prepare SD Building Plans	50	0	12DEC07A	17MAR08A
1AP010	Confirm SD budget	10	0	18MAR08A	31MAR08A
1AP015	Submit SD Plans to County	0	0		11APR08A
1AP020	County Review SD Plans & Budget	22	0	12APR08A	13MAY08A
1AP175	Prepare Design-Build RFP / Bridging Docs	20	0	14MAY08A	05SEP08A
1AP180	County Review of RFP	22	0	18SEP08A	29OCT08A
1AP180-1	Respond to County Comments	13	0	30OCT08A	21NOV08A
1AP180-2	County 2nd Review of RFP	5	0	24NOV08A	04DEC08A
1AP180-3	RFP Budget Update	22	0	08DEC08A	28JAN09A
Design Development					
1AP185	Response Period RFP	31	0	23MAR09A	18MAY09A
1AP185-A	Review Proposals & Revise BOD	24	0	19MAY09A	03JUN09A
1AP185-B	Revised D/B Proposals	10	0	04JUN09A	18JUN09A
1AP185-C	DB Presentations	1	0	18JUN09A	18JUN09A
1AP185-D	Select Successful DB	1	0	19JUN09A	19JUN09A
1APM190	Prepare & Submit GMP	15	0	22JUN09A	10JUL09A
1APM200	Negotiate/Approve GMP	10	0	13JUL09A	30JUL09A
1AP195	Award D/B Contract	0	0		30JUL09A
1APM045	Execute GMP Contract	0	0		30JUL09A
HWA - Design Documents					
1AP140	HWA - NTP (Commence Design)	0	0	30JUL09A	
1AP145	100% Design Document Drawings	7	0	30JUL09A	28AUG09A
1AP045	County Review / Comment / Approve 100% DD	15	0	28AUG09A	17SEP09A
1AP150	Submit 100% Design Drawings	0	0		28AUG09A
1APM035	County Approval of DD Plans & Budget	0	0		17SEP09A
HWA - Construction Documents					
1AP055	80% Construction Documents	30	0	18SEP09A	19OCT09A
1AP065	Submit 80% Construction Documents	0	0	20NOV09A	
1AP095	Submit 1st PC to Esgil/County Review	15	0	18DEC09A	04JAN10A
HWA - City/County Plan Check					
1AP090	Submit 100% CD for Plan Check	0	0	18DEC09A	
1AP100	1st County Plan Check	15	0	22DEC09A	20JAN10A
1AP120	County Final Review	10	0	08JAN10A	22JAN10A
1AP105	Revise & Resubmit 1st Plan Check	4	0	20JAN10A	27JAN10A
1AP110	2nd County Plan Check	15	0	25JAN10A	02FEB10A
1AP125	Revise 2nd County PC	10	0	10FEB10A	18FEB10A
1AP130	Issue Permit	1	0	19FEB10A	19FEB10A



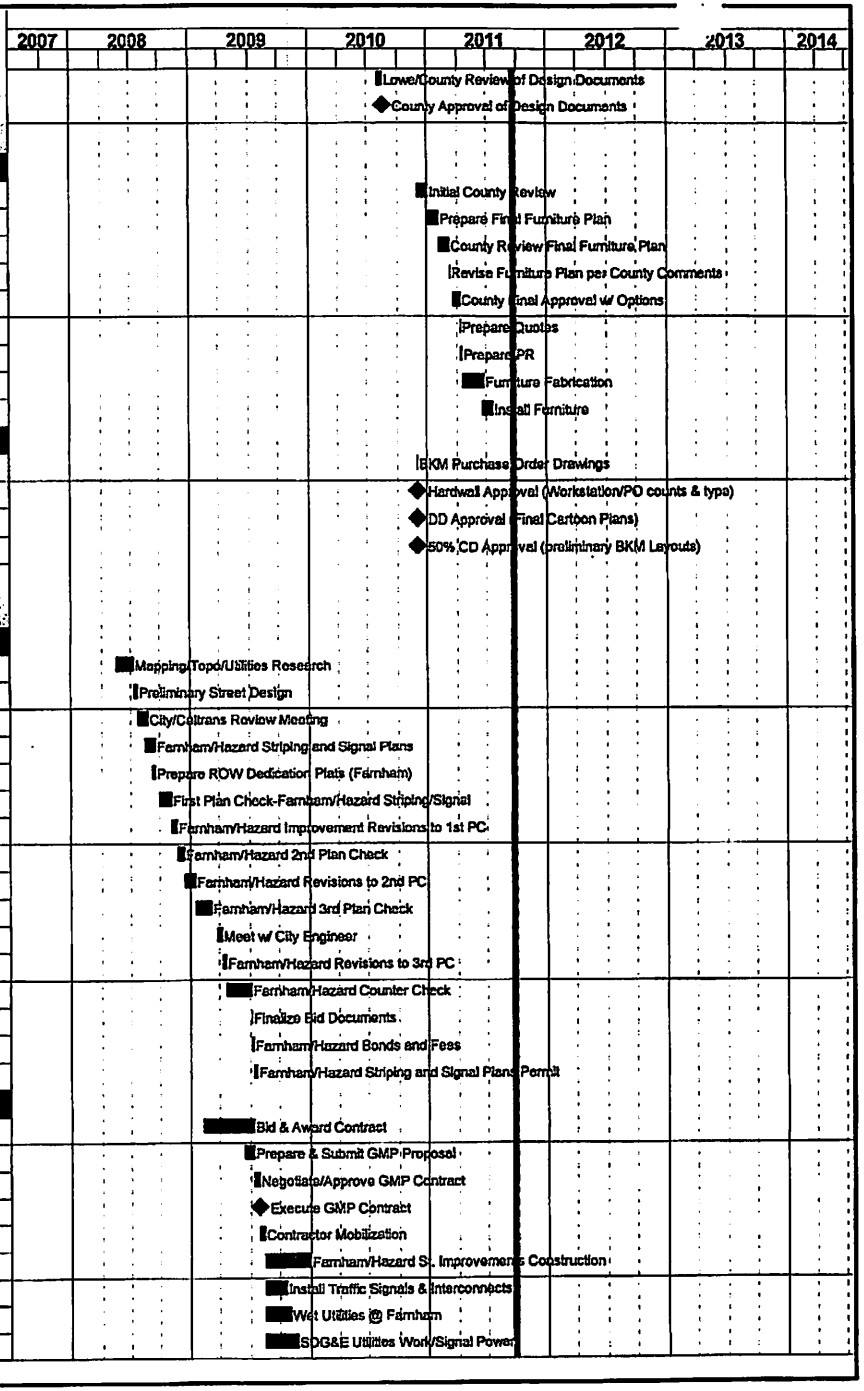
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Finish
Construction					
Pre-Construction Activities					
1APM180	County Vacate Building #14 (in cd)	13	0	19DEC09A	31DEC09A
1APM055	Start Construction Phase 1A-Parking Structure	0	0	11JAN10A	
1AP170	Demo Building #14 & Site Prep	36	0	11JAN10A	09MAR10A
Milestone Activities					
1AP220	Start Parking Structure Construction	0	0	10MAR10A	
1AP190	Parking Structure A Construction (excl. demo)	229	0	10MAR10A	14DEC10A
1APM060	Phase 1A Park Structure Sub Complete	0	0		14DEC10A
HWA Construction					
1AP225	Foundations	44	0	10MAR10A	21MAY10A
1AP230	Slab-on-Grade	11	0	24MAY10A	08JUN10A
1AP235	Elevated Decks Levels 1 - 6	100	0	24MAY10A	13OCT10A
1AP240	Parking Structure Exterior Facade	55	0	18AUG10A	14DEC10A
1AP265	Parking Structure Interior Finishes	30	0	14OCT10A	14DEC10A
1AP275	Inspection	10	0	10DEC10A	10DEC10A
1AP270	Punchlist	25	0	06JAN11A	30MAR11A
Gas Line Removal					
1AP245	Remove HP Gas @ South of Bldg 201	7	0	18DEC09A	29DEC09A
1AP250	Remove HP Gas North of Bldg 14	8	0	21DEC09A	07JAN10A
1AP260	Remove HP Gas South of Bldg 15 & SDCCU	13	0	21DEC09A	07JAN10A
1AP255	Remove HP Gas Adjacent to Bldg 14	8	0	07JAN10A	15JAN10A
Hazard Way Buildings					
Core & Shell and Tenant Improvement					
1AT055X	Tenant Improvement Programming	66	0	12DEC07A	30MAY08A
1AT005X5	County Review & Rejects Program	1	0	02JUN08A	02JUN08A
1AT005X10	RJC / County Develop Program for Hazard Way	49	0	02JUN08A	09SEP08A
1AT005X	Prepare SD Site & TI Plans	15	0	19AUG08A	09SEP08A
1AT005X15	Lowe & RJC Prepare Proposal	10	0	10SEP08A	19NOV08A
1AT005X25	County Approval of SD Package (Buy-in)	15	0	10SEP08A	20MAY09A
1AT005X35	Pricing of Conceptual Package	10	0	19NOV08A	20NOV08A
1AT005X20	County Authorizes Proposal	135	0	20NOV08A	05JUN09A
1AT005X50	Review of SD, Site Pkg, Concept TI (Meet w/Dept)	20	0	21MAY09A	17JUL09A
1AT010X	Confirm SD Budget	17	0	21MAY09A	30JUL09A
1AT015X	Roel SD Budget to Lowe	0	0		15JUL09A
1AT005X30	Comp SD Pckg(Incl Zoning Summary/Logistic Plan)	20	0	20JUL09A	21AUG09A
1AT005X40	Prepare Revised Design Proposal SDs	10	0	24SEP09A	26OCT09A
1AT005X45	County Approval of Design Proposal SDs	10	0	27OCT09A	20NOV09A
1AT1000	Review RJC Prelim Depart Plan-Meet w/AW&M Dept	7	0	23NOV09A	18DEC09A
1AT1025	Provide Additional County Programming	11	0	21DEC09A	05JAN10A
1AT1030	Complete Hazard Way Core Plans	4	0	09FEB10A	12FEB10A
1ATM060X10	Owner Salvage at Hazard Way	9	0	08NOV10A	19NOV10A
Core & Shell - 205 & 206					
Schematic Design					
1AT1005	Core & Shell Schematic Submittal	46	0	07JAN10A	01APR10A
1AT1050	County Review of C & S Schematic Drawings	8	0	02APR10A	14APR10A



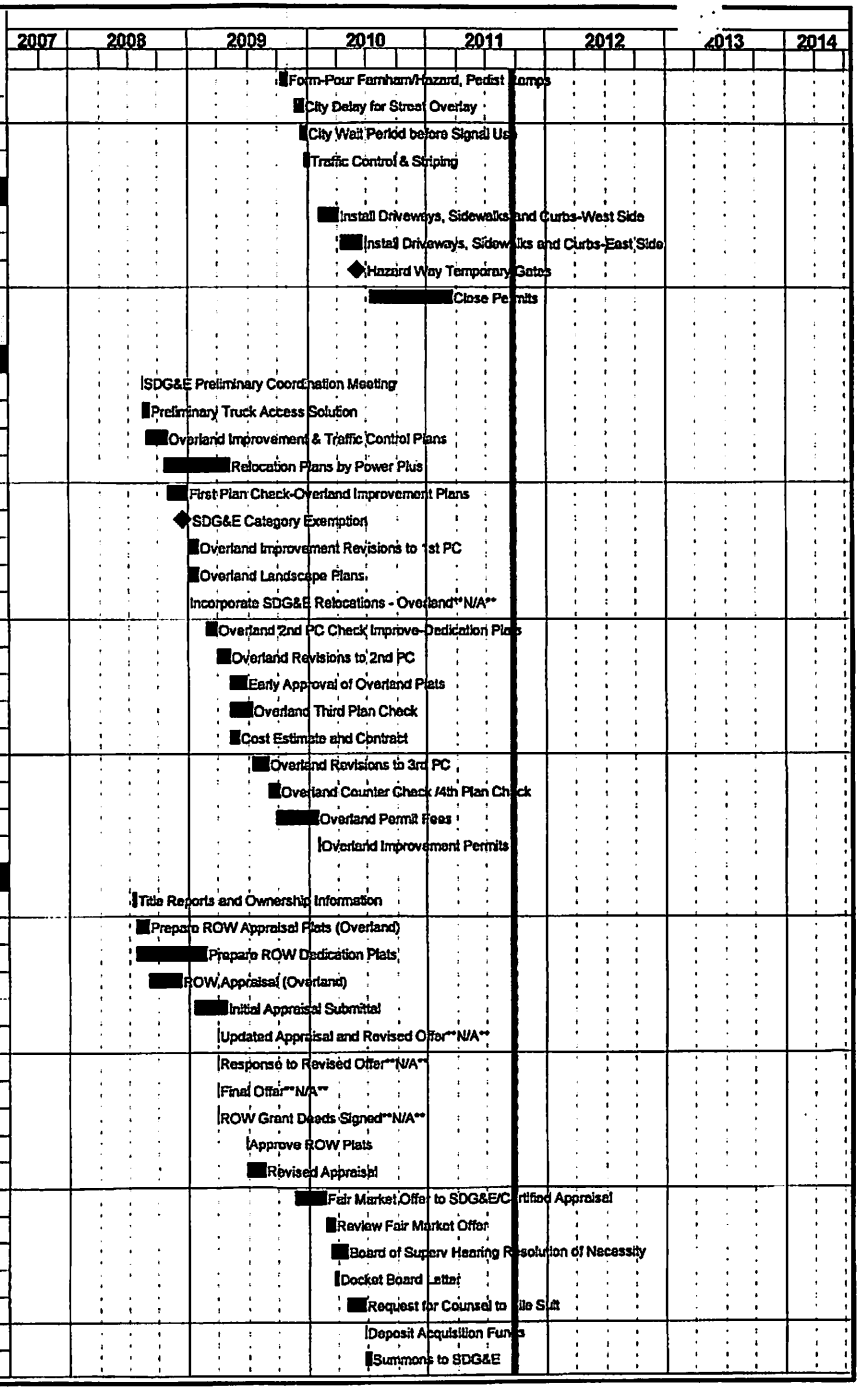
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Finish
1AT1055	County Approval of C & S Schematic Drawings	0	0		14APR10A
Construction Documents					
1AT1110	Prepare 75% C & S Construction Documents	30	0	17JUN10A	30JUL10A
1AT1115	Plan Check Submittal	0	0		30JUL10A
1AT1120	Plan Review #1	10	0	04AUG10A	17AUG10A
1AT1125	Lowe/County Review	10	0	04AUG10A	17AUG10A
1AT1130	Plan Review #1 Corrections	10	0	18AUG10A	31AUG10A
1AT1135	Core & Shell Bid Set	0	0		31AUG10A
1AT1145	C & S Plan Review #2	10	0	01SEP10A	15SEP10A
1AT1140	Roel Bids Work	20	0	01SEP10A	30SEP10A
1AT1175	Negotiate/Approve C & S GMP Contract	10	0	10SEP10A	30SEP10A
1AT1150	C & S Plan Corrections #2	9	0	16SEP10A	06OCT10A
1AT1155	C & S Bids Due	0	0		30SEP10A
1AT1160	Plan Review #3	5	0	07OCT10A	14OCT10A
1AT1170	C & S Permit Issued	0	0		21OCT10A
Construction					
1AT1180	Start Hazard Way Core & Shell Construction	0	0	03DEC10A	
Design Development					
1AT1080	RJC Design Documents	30	0	15APR10A	04JUN10A
1AT1085	Lowe Review of 50% Design Documents	10	0	07JUN10A	16JUN10A
1AT1090	County Approval of 50% Design Documents	27	0	07JUN10A	30JUL10A
Tenant Improvements - 205 & 206					
Schematic Design					
1AT1045	County TI Schematic Comments	22	0	25MAR10A	23APR10A
1AT1060	Lab Planning	20	0	21APR10A	16MAY10A
1AT1065	Revise TI Schematic Drawings	10	0	03MAY10A	14MAY10A
1AT1070	County Review of Schematic Drawings	10	0	17MAY10A	19JUL10A
1AT1075	Department Hardwall Approval	0	0	29JUN10A	29JUN10A
Construction Documents					
1AT1185	Prepare TI Construction Documents	30	0	18AUG10A	29SEP10A
1AT1190	Plan Check Submittal	0	0		29SEP10A
1AT1195	Plan Review #1	10	0	30SEP10A	06OCT10A
1AT1200	Lowe/County Review	10	0	30SEP10A	21OCT10A
1AT1205	Plan Review #1 Corrections	5	0	22OCT10A	29OCT10A
1AT1210	TI Plan Review #2	10	0	29OCT10A	10NOV10A
1AT1215	Roel Bids Work	20	0	29OCT10A	23NOV10A
1AT1220	TI Bid Set	0	0		29OCT10A
1AT1225	TI Plan Corrections #2	10	0	11NOV10A	24NOV10A
1AT1230	TI Bids Due	0	0		23NOV10A
1AT1235	Plan Review #3	10	0	29NOV10A	13DEC10A
1AT1245	TI Permit Issued	0	0		13DEC10A
1AT1240	TI Plan Corrections #3	5	0	14DEC10A	20DEC10A
GMP					
1AT1250	Negotiate/Approve TI & Furniture GMP Contract	20	0	14DEC10A	15FEB11A
Construction					
1AT1280	Core & Shell, TI and FF&E Construction Summary	-117-	0	03DEC10A	21JUL11A
Design Development					
1AT1095	RJC Design Documents	13	0	14JUL10A	30JUL10A



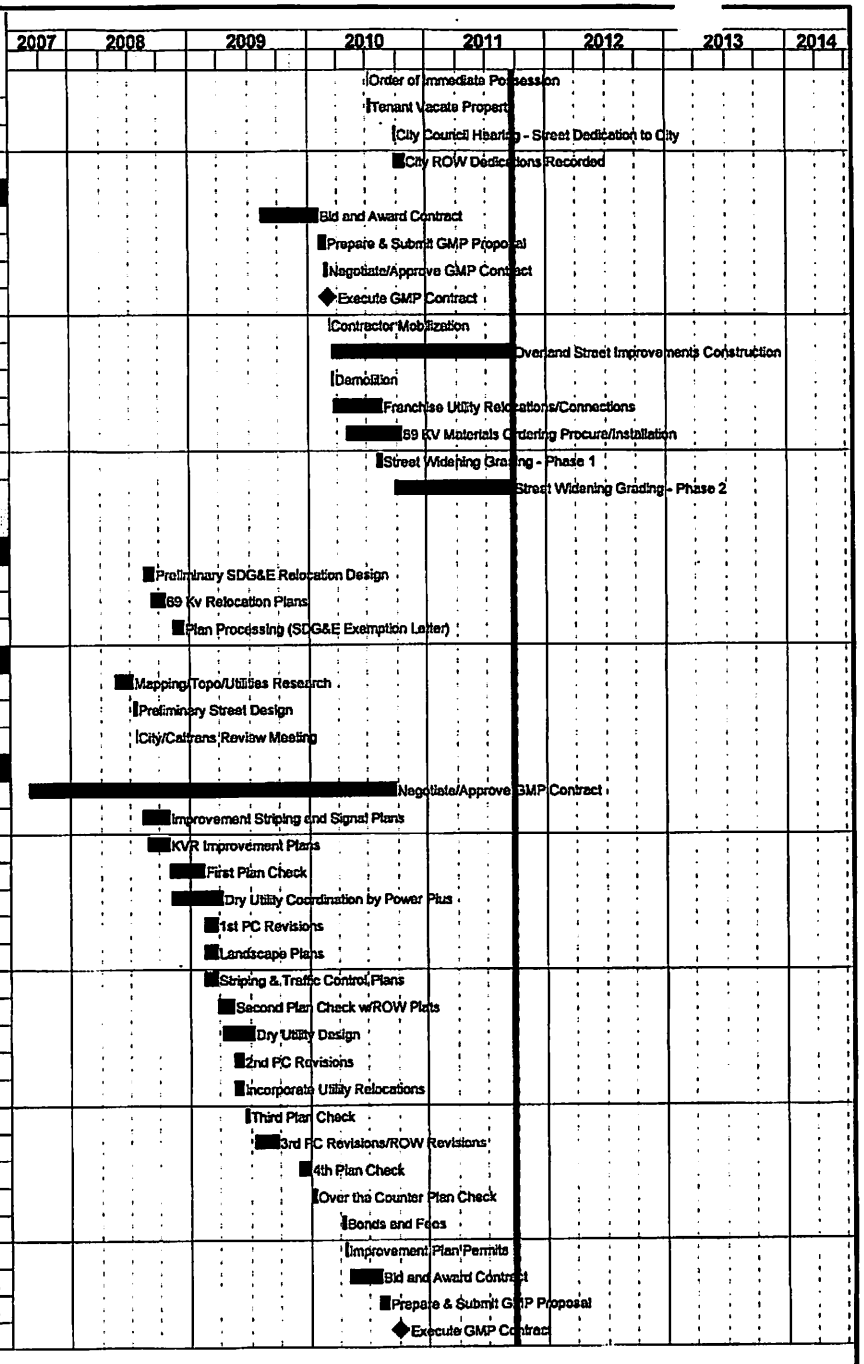
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Finish
1AT1100	Lowe/County Review of Design Documents	10	0	04AUG10A	17AUG10A
1AT1105	County Approval of Design Documents	0	0		17AUG10A
F, & E					
Hazard Way					
FD4105	Initial County Review	23	0	02DEC10A	03JAN11A
FD6145	Prepare Final Furniture Plan	20	0	04JAN11A	03FEB11A
FD6155	County Review Final Furniture Plan	15	0	04FEB11A	10MAR11A
FD6165	Revise Furniture Plan per County Comments	8	0	11MAR11A	12MAR11A
FD4115	County Final Approval w/ Options	15	0	23MAR11A	11APR11A
FD4120	Prepare Quotes	3	0	12APR11A	13APR11A
FD4125	Prepare PR	6	0	14APR11A	18APR11A
FD4130	Furniture Fabrication	40	0	19APR11A	27JUN11A
FD4135	Install Furniture	29	0	20JUN11A	21JUL11A
1AT1275	BKM Purchase Order Drawings	80	0	01DEC10A	01DEC10A
1AT1260	Hardwall Approval (Workstation/PO counts & type)	0	0		01DEC10A
1AT1265	DD Approval (Final Cartoon Plans)	0	0		01DEC10A
1AT1270	50% CD Approval (preliminary BKM Layouts)	0	0		01DEC10A
Off-Site Improvements					
Farnham / Hazard Bid Package					
Street Improvement Design					
100	Mapping/Topo/Utilities Research	10	0	16MAY08A	10JUL08A
105	Preliminary Street Design	10	0	11JUL08A	23JUL08A
110	City/Caltrans Review Meeting	10	0	24JUL08A	26AUG08A
115	Farnham/Hazard Striping and Signal Plans	30	0	13AUG08A	18SEP08A
390	Prepare ROW Dedication Plats (Farnham)	10	0	05SEP08A	18SEP08A
120	First Plan Check-Farnham/Hazard Striping/Signal	20	0	26SEP08A	05NOV08A
125	Farnham/Hazard Improvement Revisions to 1st PC	10	0	06NOV08A	20NOV08A
130	Farnham/Hazard 2nd Plan Check	30	0	21NOV08A	15DEC08A
135	Farnham/Hazard Revisions to 2nd PC	10	0	16DEC08A	19JAN09A
175	Farnham/Hazard 3rd Plan Check	15	0	19JAN09A	05MAR09A
175-1	Meet w/ City Engineer	1	0	26MAR09A	10APR09A
395	Farnham/Hazard Revisions to 3rd PC	6	0	13APR09A	20APR09A
140	Farnham/Hazard Counter Check	27	0	21APR09A	07JUL09A
760	Finalize Bid Documents	1	0	08JUL09A	08JUL09A
145	Farnham/Hazard Bonds and Fees	5	0	08JUL09A	14JUL09A
150	Farnham/Hazard Striping and Signal Plans Permit	5	0	15JUL09A	23JUL09A
Street Improvement Construction					
2000	Bid & Award Contract	111*	0*	09FEB09A	15JUL09A
2005	Prepare & Submit GMP Proposal	10	0	18JUN09A	14JUL09A
2010	Negotiate/Approve GMP Contract	10	0	14JUL09A	30JUL09A
2015	Execute GMP Contract	0	0		30JUL09A
825	Contractor Mobilization	10	0	31JUL09A	14AUG09A
780-1	Farnham/Hazard St. Improvements Construction	97*	0*	14AUG09A	04JAN10A
790	Install Traffic Signals & Interconnects	70	0	14AUG09A	19OCT09A
845	Wet Utilities @ Farnham	40	0	14AUG09A	30OCT09A
770	SDG&E Utilities Work/Signal Power	10	0	14AUG09A	25NOV09A



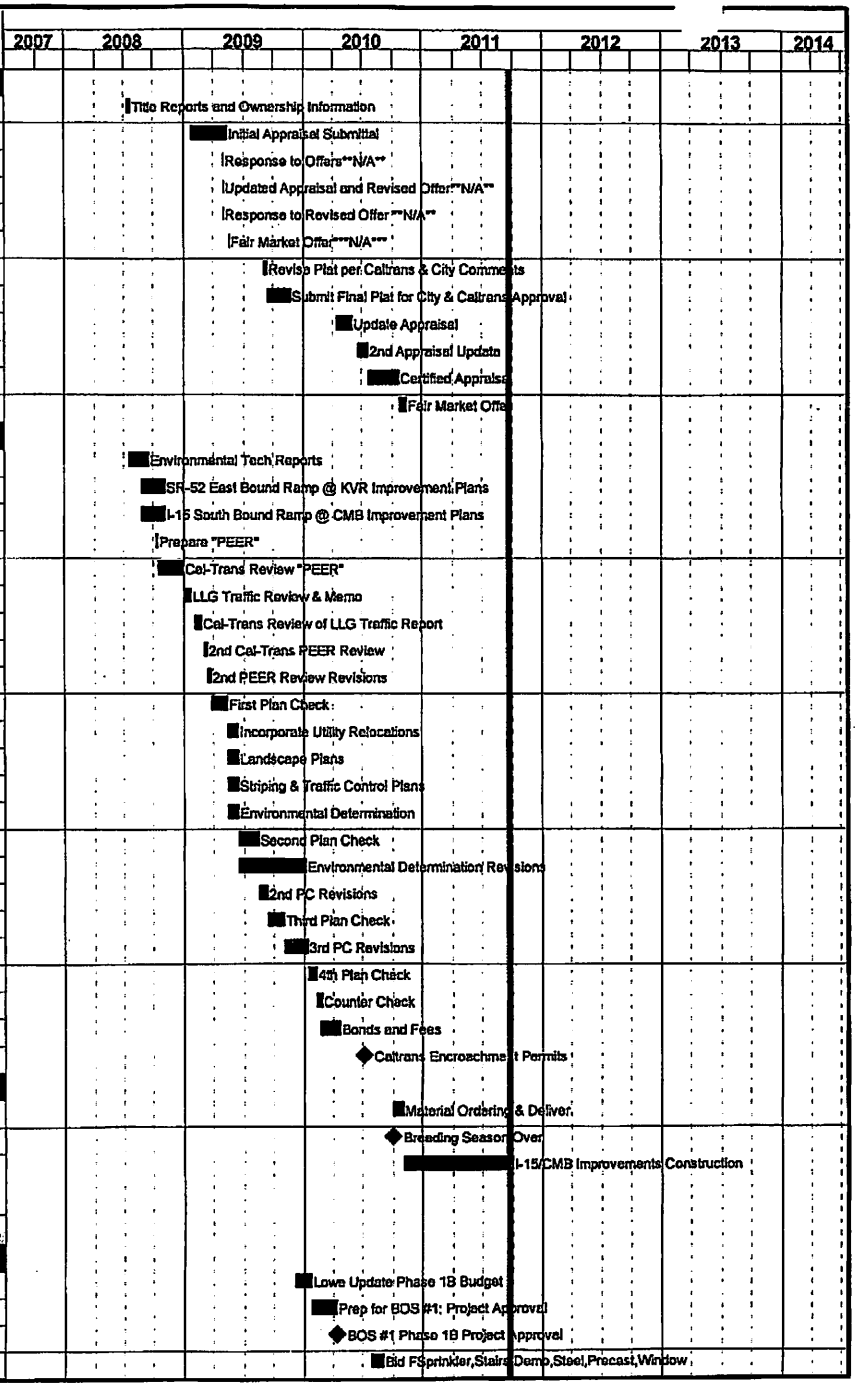
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Finish
785	Form-Pour Farnham/Hazard, Pedist Ramps	5	0	14OCT09A	02NOV09A
860	City Delay for Street Overlay	24	0	25NOV09A	23DEC09A
840	City Wait Period before Signal Use	20	0	09DEC09A	04JAN10A
795	Traffic Control & Striping	5	0	24DEC09A	05JAN10A
Delayed Farnham ROW Improvements					
850	Install Driveways, Sidewalks and Curbs-West Side	15	0	04FEB10A	07APR10A
805	Install Driveways, Sidewalks and Curbs-East Side	26	0	13APR10A	18JUN10A
865	Hazard Way Temporary Gates	0	0	02JUN10A	
855	Close Permits	92	0	09JUL10A	24MAR11A
Overland Bid Package					
Street Improv Design-Overland					
230	SDG&E Preliminary Coordination Meeting	1	0	14AUG08A	14AUG08A
225	Preliminary Truck Access Solution	15	0	14AUG08A	08SEP08A
155	Overland Improvement & Traffic Control Plans	25	0	27AUG08A	31OCT08A
830	Relocation Plans by Power Plus	101	0	22OCT08A	07MAY09A
160	First Plan Check-Overland Improvement Plans	30	0	03NOV08A	30DEC08A
265	SDG&E Category Exemption	0	0		16DEC08A
165	Overland Improvement Revisions to 1st PC	20	0	31DEC08A	05FEB09A
170	Overland Landscape Plans	20	0	31DEC08A	05FEB09A
190	Incorporate SDG&E Relocations - Overland**N/A**	10	0	01JAN09A	01JAN09A
180	Overland 2nd PC Check Improve-Dedication Plats	30	0	27FEB09A	01APR09A
185	Overland Revisions to 2nd PC	20	0	02APR09A	05MAY09A
290	Early Approval of Overland Plats	22	0	06MAY09A	25JUN09A
195	Overland Third Plan Check	30	0	06MAY09A	16JUL09A
245	Cost Estimate and Contract	20	0	08MAY09A	05JUN09A
200	Overland Revisions to 3rd PC	27	0	16JUL09A	31AUG09A
205	Overland Counter Check /4th Plan Check	10	0	01SEP09A	07OCT09A
210	Overland Permit Fees	10	0	23SEP09A	01FEB10A
215	Overland Improvement Permits	0	0	01FEB10A	02FEB10A
ROW Acquisition Overland					
250	Title Reports and Ownership Information	10	0	11JUL08A	21JUL08A
255	Prepare ROW Appraisal Plats (Overland)	20	0	22JUL08A	29AUG08A
490	Prepare ROW Dedication Plats	20	0	22JUL08A	23FEB09A
260	ROW Appraisal (Overland)	40	0	02SEP08A	09DEC08A
475	Initial Appraisal Submittal	20	0	16JAN09A	29APR09A
280	Updated Appraisal and Revised Offer**N/A**	10	0	01APR09A	01APR09A
285	Response to Revised Offer**N/A**	0	0	01APR09A	01APR09A
295	Final Offer**N/A**	15	0	01APR09A	01APR09A
500	ROW Grant Deeds Signed**N/A**	20	0	01APR09A	01APR09A
495	Approve ROW Plats	1	0	25JUN09A	25JUN09A
475-1	Revised Appraisal	10	0	30JUN09A	20AUG09A
270	Fair Market Offer to SDG&E/Certified Appraisal	6	0	19NOV09A	18FEB10A
275	Review Fair Market Offer	20	0	19FEB10A	19MAR10A
310	Board of Superv Hearing Resolution of Necessity	19	0	10MAR10A	27APR10A
300	Docket Board Letter	15	0	22MAR10A	01APR10A
315	Request for Counsel to File Suit	20	0	28APR10A	24JUN10A
305	Deposit Acquisition Funds	24	0	24JUN10A	24JUN10A
315-1	Summons to SDG&E	20	0	25JUN10A	09JUL10A



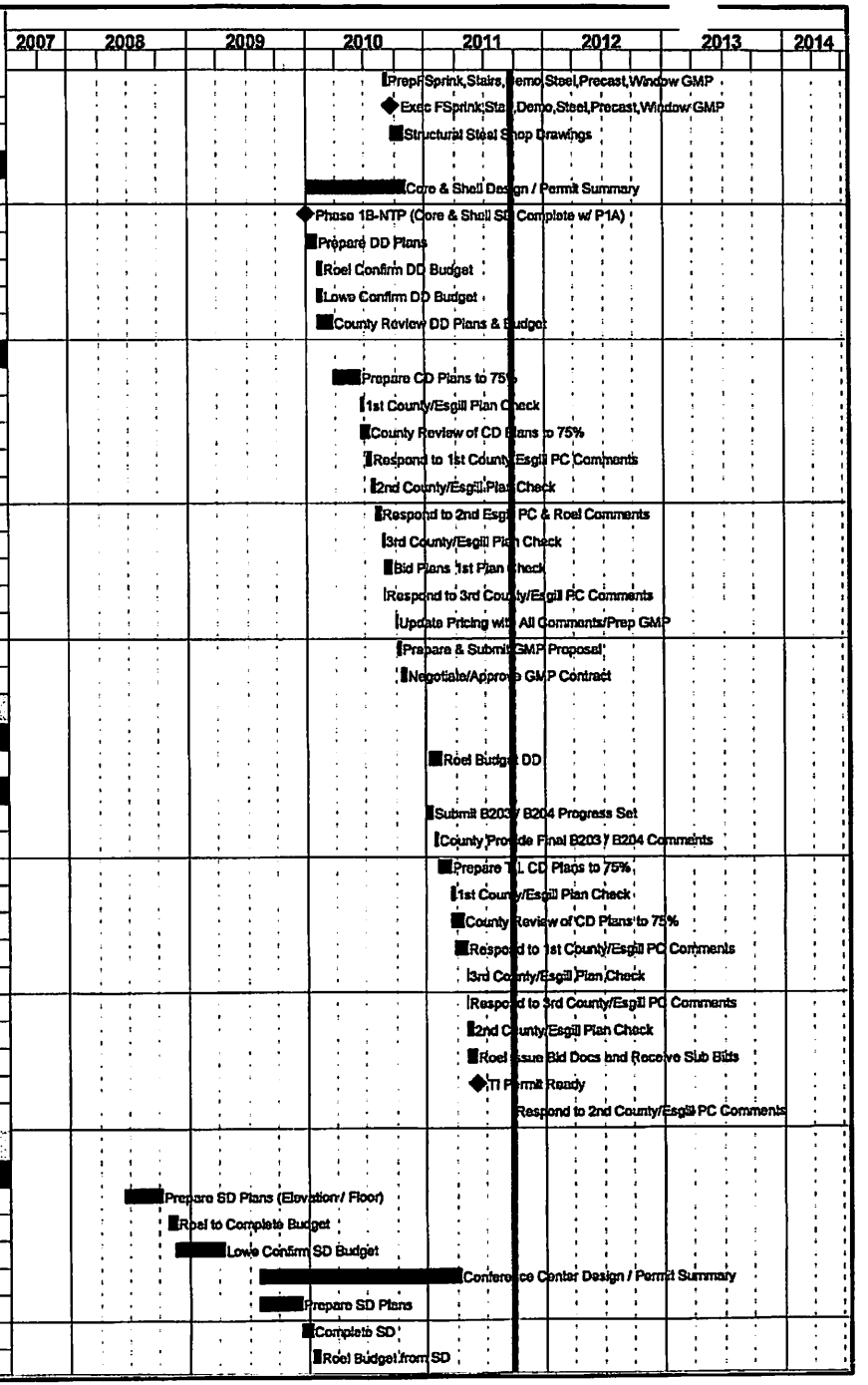
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	E. Finish
320	Order of Immediate Possession	1	0	12JUL10A	12JUL10A
395-1	Tenant Vacate Property	1	0	13JUL10A	13JUL10A
470	City Council Hearing - Street Dedication to City	60	0	29SEP10A	29SEP10A
505	City ROW Dedications Recorded	20	0	29SEP10A	26OCT10A
Overland St. Improvement Construction					
3005	Bid and Award Contract	20	0	11AUG09A	03FEB10A
3000	Prepare & Submit GMP Proposal	10	0	04FEB10A	24FEB10A
3010	Negotiate/Approve GMP Contract	10	0	24FEB10A	04MAR10A
3015	Execute GMP Contract	0	0		04MAR10A
820	Contractor Mobilization	10	0	09MAR10A	12MAR10A
380	Overland Street Improvements Construction	387*	0*	15MAR10A	20SEP11A
385	Demolition	5	0	15MAR10A	19MAR10A
340	Franchise Utility Relocations/Connections	117*	0*	22MAR10A	18AUG10A
335	69 KV Materials Ordering Procure/Installation	43	0	27APR10A	17OCT10A
350	Street Widening Grading - Phase 1	13	0	02AUG10A	18AUG10A
350-1	Street Widening Grading - Phase 2	80	0	27SEP10A	20SEP11A
Murphy Can/Clairmont Blvd/Mercury/Kearny Villa					
Franchise Utility Design & Relocations					
220	Preliminary SDG&E Relocation Design	25	0	14AUG08A	15SEP08A
235	69 Kv Relocation Plans	30	0	09SEP08A	22OCT08A
240	Plan Processing (SDG&E Exemption Letter)	28	0	10NOV08A	15DEC08A
Research/Prelim Street Improv. Design					
400	Mapping/Topo/Utilities Research	25	0	16MAY08A	10JUL08A
405	Preliminary Street Design	15	0	11JUL08A	23JUL08A
410	City/Caltrans Review Meeting	10	0	24JUL08A	24JUL08A
Murphy Can/CMB/Mercury/KV City Permit Process					
4010	Negotiate/Approve GMP Contract	10	0	25AUG07A	28SEP10A
415	Improvement Striping and Signal Plans	25	0	07AUG08A	31OCT08A
465	KVR Improvement Plans	40	0	27AUG08A	31OCT08A
420	First Plan Check	40	0	03NOV08A	13FEB09A
835	Dry Utility Coordination by Power Plus	40	0	06NOV08A	08APR09A
425	1st PC Revisions	20	0	17FEB09A	24MAR09A
480	Landscape Plans	20	0	17FEB09A	24MAR09A
485	Striping & Traffic Control Plans	20	0	17FEB09A	24MAR09A
430	Second Plan Check w/ROW Plats	30	0	25MAR09A	13MAY09A
835-1	Dry Utility Design	40	0	09APR09A	15JUL09A
435	2nd PC Revisions	20	0	14MAY09A	12JUN09A
615	Incorporate Utility Relocations	10	0	14MAY09A	12JUN09A
440	Third Plan Check	30	0	15JUN09A	25JUN09A
445	3rd PC Revisions/ROW Revisions	30	0	16JUL09A	21SEP09A
450	4th Plan Check	30	0	23NOV09A	04JAN10A
510	Over the Counter Plan Check	10	0	05JAN10A	18JAN10A
455	Bonds and Fees	7	0	07APR10A	15APR10A
460	Improvement Plan Permits	1	0	20APR10A	20APR10A
4005	Bid and Award Contract	90*	0*	28APR10A	06AUG10A
4000	Prepare & Submit GMP Proposal	20	0	30JUL10A	26AUG10A
4015	Execute GMP Contract	0	0		29SEP10A



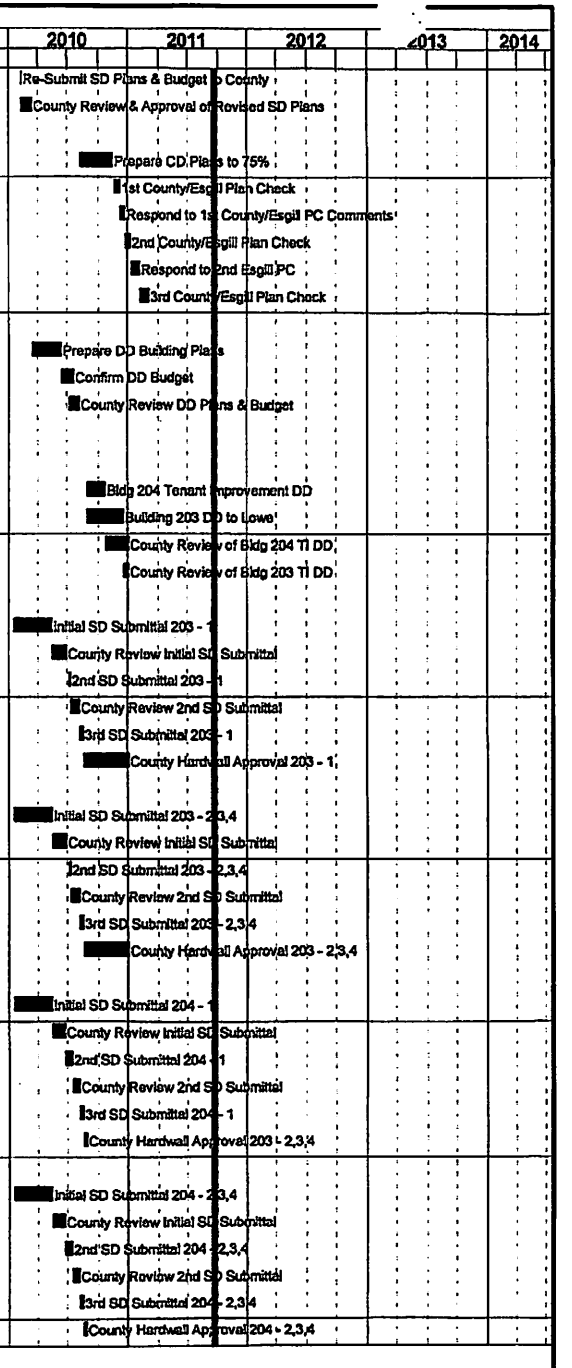
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	E. Finish
Kearny Villa					
530	Title Reports and Ownership Information	10	0	11JUL08A	21JUL08A
KV-475	Initial Appraisal Submittal	20	0	22JAN09A	13MAY09A
KV-275	Response to Offers**N/A**	15	0	01MAY09A	01MAY09A
KV-280	Updated Appraisal and Revised Offer**N/A**	22	0	01MAY09A	01MAY09A
KV-285	Response to Revised Offer **N/A**	15	0	01MAY09A	01MAY09A
KV-270	Fair Market Offer***N/A***	15	0	21MAY09A	21MAY09A
KV-345	Revise Plat per Caltrans & City Comments	5	0	31AUG09A	10SEP09A
KV-350	Submit Final Plat for City & Caltrans Approval	20	0	11SEP09A	23NOV09A
KV-360	Update Appraisal	15	0	13APR10A	01JUN10A
KV-291	2nd Appraisal Update	15	0	16JUN10A	20JUL10A
KV-290	Certified Appraisal	10	0	21JUL10A	22OCT10A
KV-295	Fair Market Offer	22	0	25OCT10A	15NOV10A
Caltrans Ramp Improvement Permit Process					
625	Environmental Tech Reports	40	0	21JUL08A	19SEP08A
610	SR-52 East Bound Ramp @ KVR Improvement Plans	40	0	27AUG08A	07NOV08A
620	I-15 South Bound Ramp @ CMB Improvement Plans	40	0	27AUG08A	07NOV08A
810	Prepare "PEER"	5	0	09OCT08A	16OCT08A
815	Cal-Trans Review "PEER"	15	0	17OCT08A	30DEC08A
815-1	LLG Traffic Review & Memo	17	0	31DEC08A	23JAN09A
815-2	Cal-Trans Review of LLG Traffic Report	1	0	02FEB09A	27FEB09A
815-3	2nd Cal-Trans PEER Review	15	0	02MAR09A	13MAR09A
815-4	2nd PEER Review Revisions	7	0	13MAR09A	24MAR09A
630	First Plan Check	22	0	25MAR09A	13MAY09A
665	Incorporate Utility Relocations	10	0	12MAY09A	14JUN09A
645	Landscape Plans	20	0	14MAY09A	15JUN09A
650	Striping & Traffic Control Plans	20	0	14MAY09A	15JUN09A
635	Environmental Determination	120	0	14MAY09A	16JUN09A
655	Second Plan Check	30	0	15JUN09A	17AUG09A
640	Environmental Determination Revisions	10	0	17JUN09A	06JAN10A
660	2nd PC Revisions	11	0	18AUG09A	10SEP09A
670	Third Plan Check	30	0	11SEP09A	30OCT09A
675	3rd PC Revisions	15	0	02NOV09A	13JAN10A
695	4th Plan Check	10	0	14JAN10A	08FEB10A
680	Counter Check	10	0	09FEB10A	24FEB10A
685	Bonds and Fees	5	0	24FEB10A	21APR10A
690	Caltrans Encroachment Permits	0	0		02JUL10A
I-15 Ramp & Street Improvement Construction					
705-15	Material Ordering & Deliver	25	0	30SEP10A	03NOV10A
740-15	Breeding Season Over	0	0		30SEP10A
755-15	I-15/CMB Improvements Construction	78	7	04NOV10A	30SEP11
Phase 1B Design					
Phase 1B - Office Core, Shell & Site					
Financing and Early Procurement					
1B135	Lowe Update Phase 1B Budget	25	0	04DEC09A	25JAN10A
1B145	Prep for BOS #1: Project Approval	76	0	26JAN10A	13APR10A
1B155	BOS #1 Phase 1B Project Approval	0	0		13APR10A
1B200	Bid FSprinkler,Stairs,Demo,Steel,Precast,Window	40	0	26JUL10A	01SEP10A



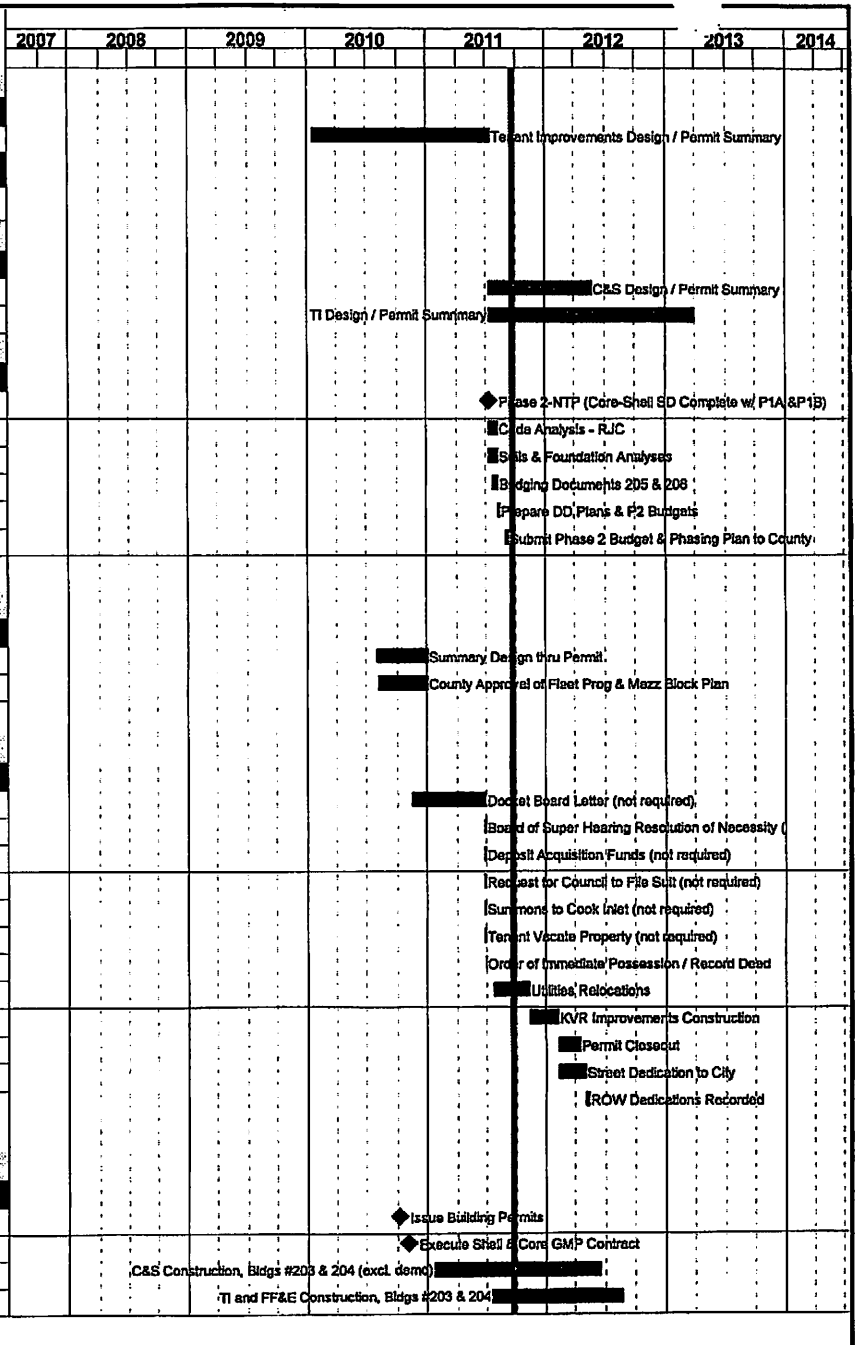
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Early Finish
1B185	PrepFSprink,Stairs,Demo,Steel,Precast,Window GMP	20	0	01SEP10A	08SEP10A
1B190	Exec FSprink,Stair,Demo,Steel,Precast,Window GMP	0	0		20SEP10A
1B215	Structural Steel Shop Drawings	35	0	21SEP10A	27OCT10A
Core & Shell Design & Site Development					
1BO080	Core & Shell Design / Permit Summary	213*	0*	04JAN10A	01NOV10A
1BO175	Phase 1B-NTP (Core & Shell SD Complete w/ P1A)	0	0	04JAN10A	
1BO025	Prepare DD Plans	20	0	04JAN10A	04FEB10A
1BO035	Roel Confirm DD Budget	10	0	04FEB10A	18FEB10A
1BO035-1	Lowe Confirm DD Budget	10	0	04FEB10A	18FEB10A
1BO040	County Review DD Plans & Budget	10	0	04FEB10A	24MAR10A
Core & Shell Design & Site Development CD					
1BO050	Prepare CD Plans to 75%	60	0	25MAR10A	16JUN10A
1BO100	1st County/Esgill Plan Check	15	0	17JUN10A	01JUL10A
1BO050-1	County Review of CD Plans to 75%	20	0	17JUN10A	14JUL10A
1BO105	Respond to 1st County/Esgill PC Comments	9	0	06JUL10A	20JUL10A
1BO110	2nd County/Esgill Plan Check	10	0	21JUL10A	02AUG10A
1BO115	Respond to 2nd Esgill PC & Roel Comments	15	0	02AUG10A	20AUG10A
1BO120	3rd County/Esgill Plan Check	5	0	23AUG10A	27AUG10A
1BO060	Bid Plans 1st Plan Check	20	0	28AUG10A	20SEP10A
1BO125	Respond to 3rd County/Esgill PC Comments	5	0	30AUG10A	30AUG10A
1BO150	Update Pricing with All Comments/Prep GMP	8	0	30SEP10A	05OCT10A
1BOM065	Prepare & Submit GMP Proposal	7	0	06OCT10A	15OCT10A
1BMO190	Negotiate/Approve GMP Contract	10	0	18OCT10A	01NOV10A
Tenant Improvements - 205 & 206					
Design Development					
1BO5060	Roel Budget DD	10	0	10JAN11A	14FEB11A
Construction Documents					
1BT048	Submit B203 / B204 Progress Set	21	0	05JAN11A	21JAN11A
1BT049	County Provide Final B203 / B204 Comments	9	0	24JAN11A	03FEB11A
1BT050	Prepare T.I. CD Plans to 75%	21	0	04FEB11A	14MAR11A
1BT100	1st County/Esgill Plan Check	10	0	15MAR11A	25MAR11A
1BT050-1	County Review of CD Plans to 75%	10	0	15MAR11A	22APR11A
1BT105	Respond to 1st County/Esgill PC Comments	10	0	28MAR11A	05MAY11A
1BT120	3rd County/Esgill Plan Check	0	0	05MAY11A	05MAY11A
1BT125	Respond to 3rd County/Esgill PC Comments	0	0	05MAY11A	05MAY11A
1BT110	2nd County/Esgill Plan Check	13	0	06MAY11A	24MAY11A
1BT060	Roel Issue Bid Docs and Receive Sub Bids	16	0	09MAY11A	31MAY11A
1BT130	TI Permit Ready	0	0	03JUN11A	
1BT115	Respond to 2nd County/Esgill PC Comments	0	0		
Conference Center					
Schematic Design					
1BC005	Prepare SD Plans (Elevation / Floor)	59	0	16JUN08A	09OCT08A
1BC015	Roel to Complete Budget	10	0	27OCT08A	20NOV08A
1BC010	Lowe Confirm SD Budget	104*	0*	20NOV08A	15APR09A
1BC070	Conference Center Design / Permit Summary	432*	0*	30JUL09A	13APR11A
1BC040	Prepare SD Plans	20	0	30JUL09A	11DEC09A
1BC055	Complete SD	13	0	14DEC09A	13JAN10A
1BC065	Roel Budget from SD	20	0	14JAN10A	04FEB10A



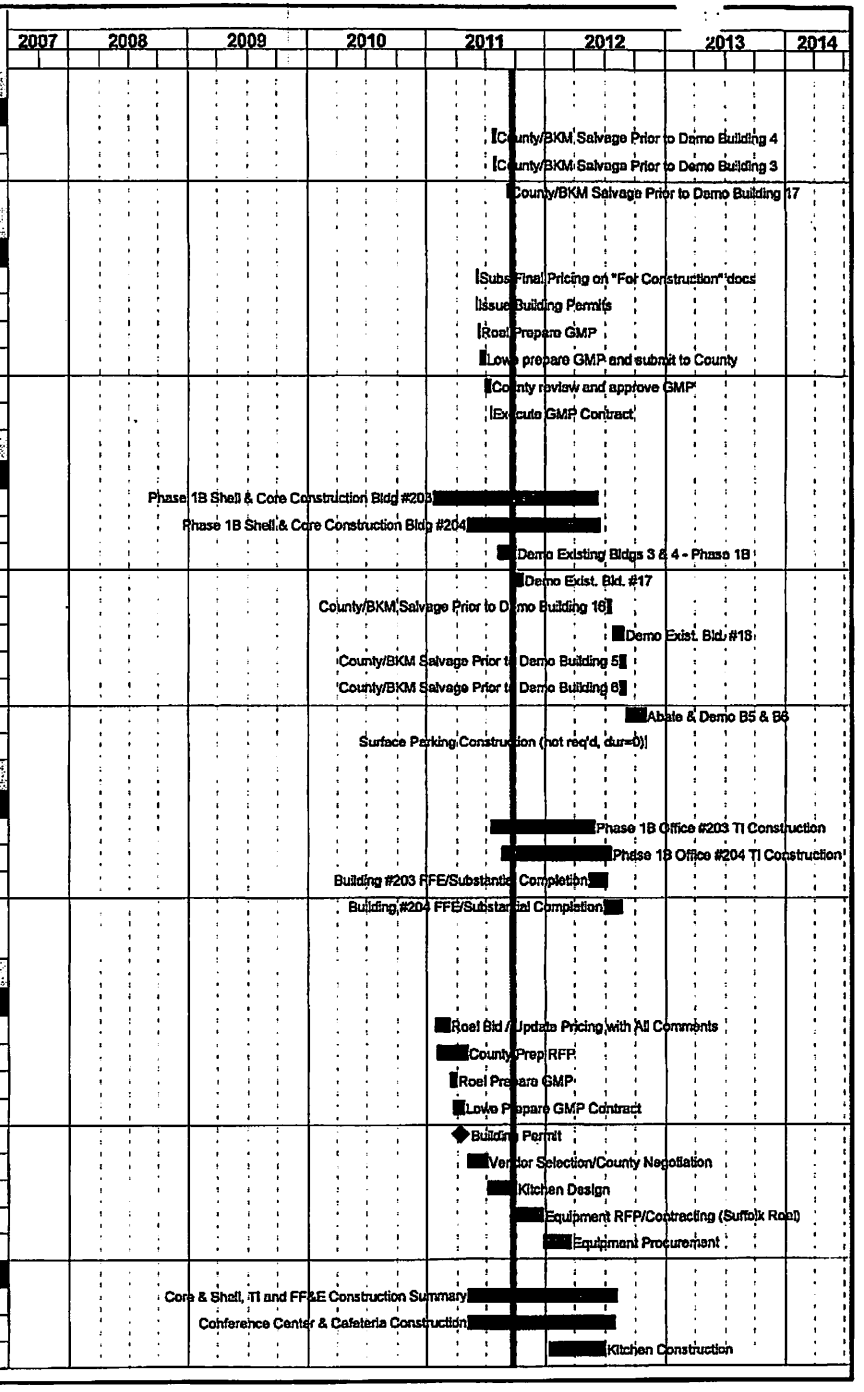
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	E. Finish
1BC020	Re-Submit SD Plans & Budget to County	1	0	10FEB10A	10FEB10A
1BC030	County Review & Approval of Revised SD Plans	10	0	11FEB10A	17MAR10A
Construction Documents					
1BC050	Prepare CD Plans to 75%	55	0	10AUG10A	17NOV10A
1BC100	1st County/Esgill Plan Check	15	0	19NOV10A	09DEC10A
1BC105	Respond to 1st County/Esgill PC Comments	8	0	10DEC10A	23DEC10A
1BC110	2nd County/Esgill Plan Check	10	0	23DEC10A	10JAN11A
1BC115	Respond to 2nd Esgill PC	10	0	11JAN11A	07FEB11A
1BC120	3rd County/Esgill Plan Check	11	0	08FEB11A	03MAR11A
Design Development					
1BC025	Prepare DD Building Plans	63	0	18MAR10A	11JUN10A
1BC035	Confirm DD Budget	23	0	14JUN10A	23JUL10A
1BC045	County Review DD Plans & Budget	23	0	06JUL10A	09AUG10A
TI Programming & Design Development					
T.I. Programming & Design Development					
1BO5000	Bldg 204 Tenant Improvement DD	39	0	31AUG10A	25OCT10A
1BO5050	Building 203 DD to Lowe	53	0	31AUG10A	15DEC10A
1BO5005	County Review of Bldg 204 TI DD	14	0	26OCT10A	04JAN11A
1BO5055	County Review of Bldg 203 TI DD	14	0	16DEC10A	04JAN11A
Building 203 - 1st Floor					
1BO5010	Initial SD Submittal 203 - 1	20	0	21JAN10A	13MAY10A
1BO5011	County Review Initial SD Submittal	37	0	14MAY10A	01JUL10A
1BO5012	2nd SD Submittal 203 - 1	10	0	06JUL10A	12JUL10A
1BO5013	County Review 2nd SD Submittal	10	0	13JUL10A	09AUG10A
1BO5014	3rd SD Submittal 203 - 1	5	0	10AUG10A	16AUG10A
1BO5015	County Hardwall Approval 203 - 1	10	0	17AUG10A	04JAN11A
Building 203 - 2nd, 3rd & 4th Floors					
1BO5016	Initial SD Submittal 203 - 2,3,4	20	0	21JAN10A	13MAY10A
1BO5017	County Review Initial SD Submittal	18	0	14MAY10A	01JUL10A
1BO5018	2nd SD Submittal 203 - 2,3,4	10	0	06JUL10A	12JUL10A
1BO5019	County Review 2nd SD Submittal	10	0	13JUL10A	09AUG10A
1BO5020	3rd SD Submittal 203 - 2,3,4	5	0	10AUG10A	16AUG10A
1BO5021	County Hardwall Approval 203 - 2,3,4	10	0	17AUG10A	04JAN11A
Building 204 - 1st Floor					
1BO5022	Initial SD Submittal 204 - 1	20	0	21JAN10A	13MAY10A
1BO5023	County Review Initial SD Submittal	29	0	14MAY10A	24JUN10A
1BO5024	2nd SD Submittal 204 - 1	10	0	25JUN10A	13JUL10A
1BO5025	County Review 2nd SD Submittal	10	0	14JUL10A	09AUG10A
1BO5026	3rd SD Submittal 204 - 1	5	0	10AUG10A	16AUG10A
1BO5027	County Hardwall Approval 203 - 2,3,4	10	0	17AUG10A	30AUG10A
Building 204 - 2nd, 3rd & 4th Floors					
1BO5028	Initial SD Submittal 204 - 2,3,4	20	0	21JAN10A	13MAY10A
1BO5029	County Review Initial SD Submittal	29	0	14MAY10A	24JUN10A
1BO5030	2nd SD Submittal 204 - 2,3,4	10	0	25JUN10A	13JUL10A
1BO5031	County Review 2nd SD Submittal	10	0	14JUL10A	09AUG10A
1BO5032	3rd SD Submittal 204 - 2,3,4	5	0	10AUG10A	16AUG10A
1BO5033	County Hardwall Approval 204 - 2,3,4	10	0	17AUG10A	30AUG10A



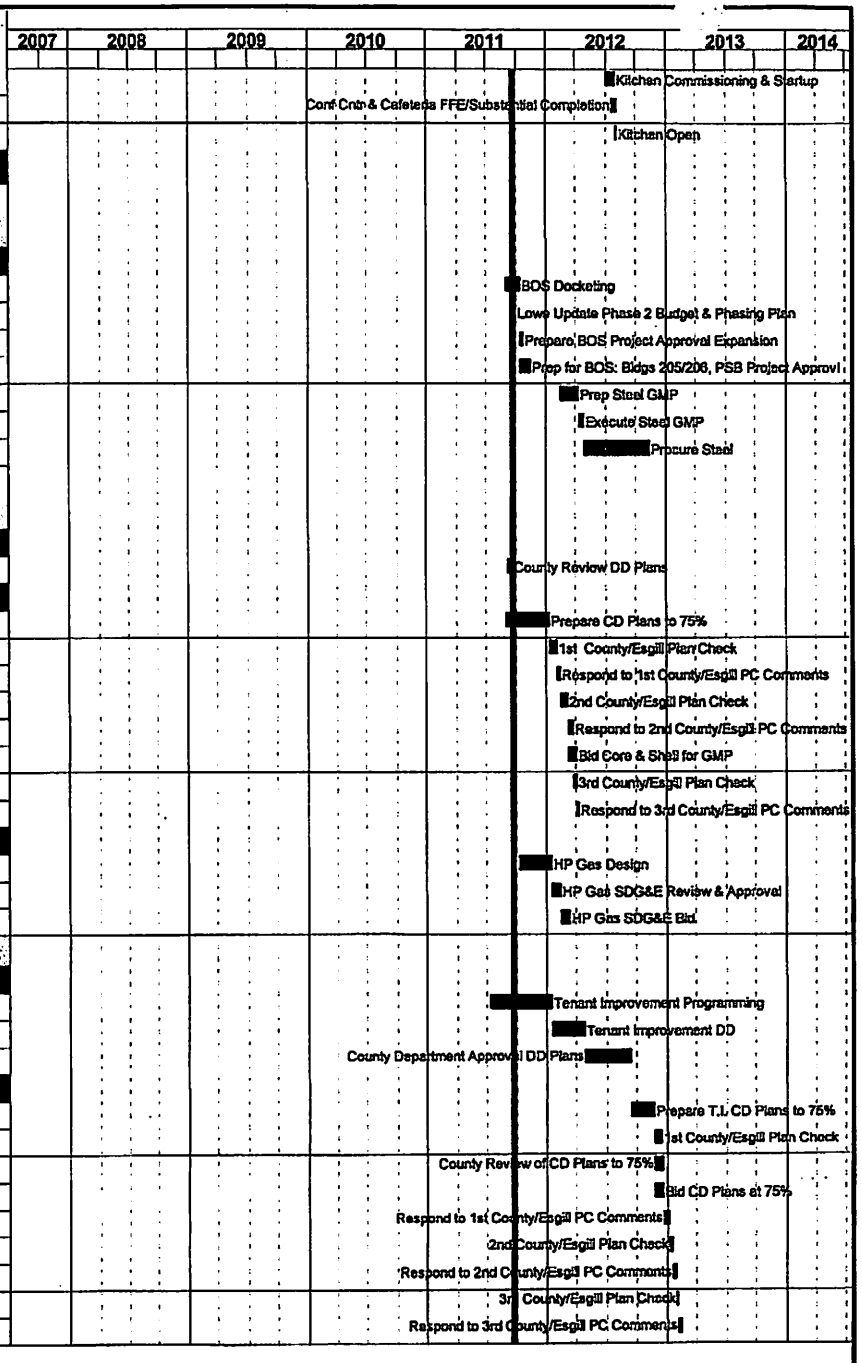
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Finish
Construction Documents					
Construction Documents					
1BT140	Tenant Improvements Design / Permit Summary	377*	0*	21JAN10A	15JUL11A
Phase 1B					
Phase 2 Design					
Building #205 & 206					
Construction Documents					
2OM080	C&S Design / Permit Summary	220*	169*	12JUL11A	23MAY12
2T135	TI Design / Permit Summnary	432*	381*	12JUL11A	28MAR13
Core & Shell - 205 & 206					
Design Development					
2O175X	Phase 2-NTP (Core-Shell SD Complete w/ P1A &P1B)	0	0	12JUL11A	
2O020	Code Analysis - RJC	20	0	12JUL11A	08AUG11A
2O021	Soils & Foundation Analyses	40	0	12JUL11A	08AUG11A
2O022	Bridging Documents 205 & 206	20	0	25JUL11A	08AUG11A
2O023	Prepare DD Plans & P2 Budgets	40	0	09AUG11A	15AUG11A
2O025	Submit Phase 2 Budget & Phasing Plan to County	11	0	30AUG11A	13SEP11A
Chesapeake Expansion					
1BF065	Summary Design thru Permit	167	0	02AUG10A	05JAN11A
1BF105	County Approval of Fleet Prog & Mezz Block Plan	37	0	10AUG10A	05JAN11A
Off-Site Improvements					
Murphy Can/Clairmont Blvd/Mercury/Kearny Villa					
Kearny Villa					
KV-510	Docket Board Letter (not required)	35	0	16NOV10A	28JUN11A
KV-300	Board of Super Hearing Resolution of Necessity (	24	0	28JUN11A	28JUN11A
KV-305	Deposit Acquisition Funds (not required)	10	0	28JUN11A	28JUN11A
KV-315	Request for Council to File Suit (not required)	20	0	28JUN11A	28JUN11A
KV-365	Summons to Cook Inlet (not required)	20	0	28JUN11A	28JUN11A
KV-395	Tenant Vacate Property (not required)	20	0	28JUN11A	28JUN11A
KV-320	Order of Immediate Possession / Record Deed	5	0	30JUN11A	30JUN11A
710	Utilities Relocations	36	36	21JUL11A	10NOV11
755	KVR Improvements Construction	59	59	14NOV11	08FEB12
765	Permit Closeout	46	46	09FEB12	13APR12
KV-470	Street Dedication to City	60	60	09FEB12	03MAY12
KV-505	ROW Dedications Recorded	5	5	04MAY12	10MAY12
Phase 1B Office Buildings					
Building #203 & 204					
Construction					
1BO130	Issue Building Permits	0	0	08OCT10A	
1BOM045	Execute Shell & Core GMP Contract	0	0		01NOV10A
1BO170	C&S Construction, Bldgs #203 & 204 (excl. demo)	356*	184*	19JAN11A	14JUN12
1BT175-4	TI and FF&E Construction, Bldgs #203 & 204	279*	232*	16JUL11A	22AUG12



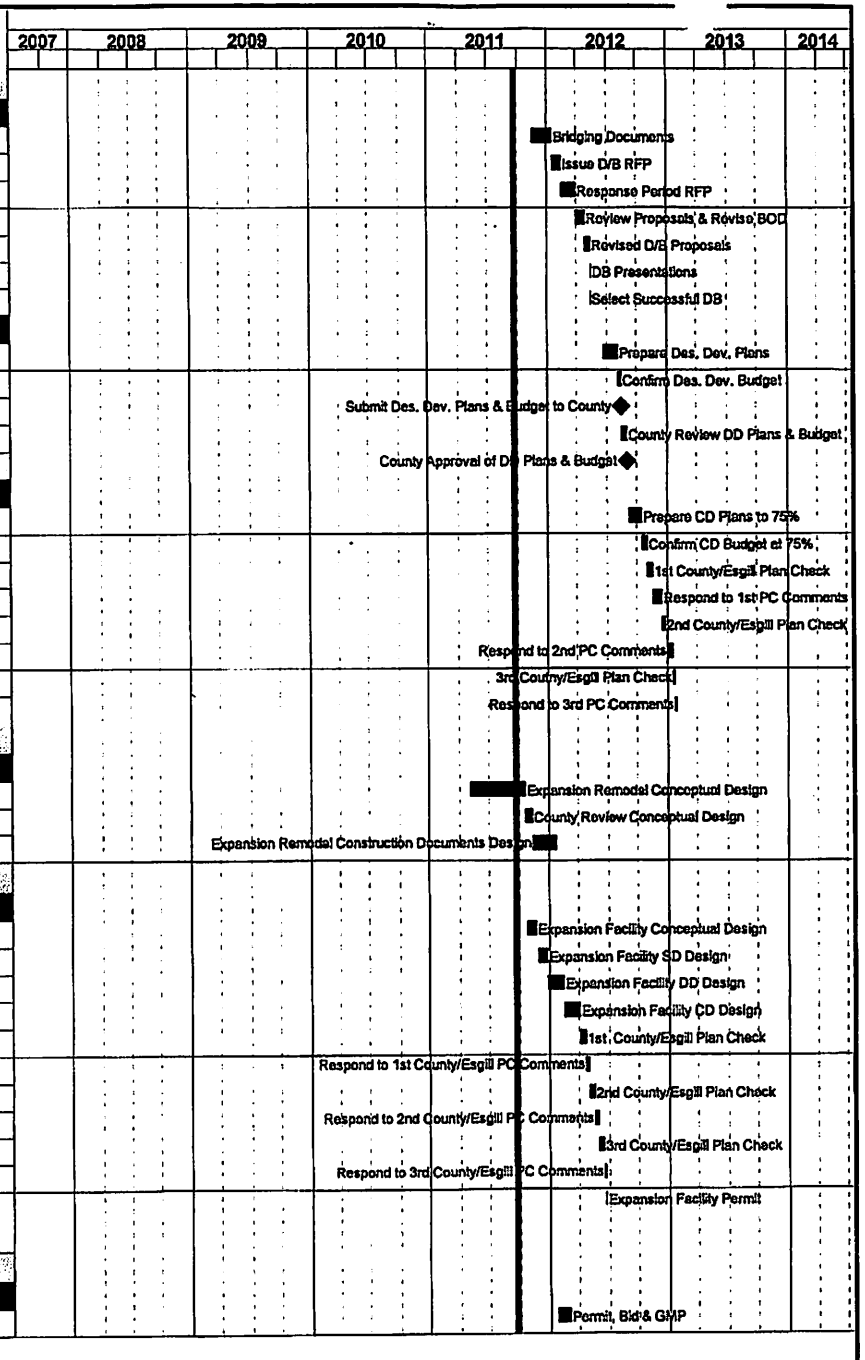
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	E Finish
Core & Shell - 205 & 206					
Construction					
DF3040	County/BKM Salvage Prior to Demo Building 4	10	0	25JUL11A	05AUG11A
DF3030	County/BKM Salvage Prior to Demo Building 3	10	0	29JUL11A	05AUG11A
1AC295	County/BKM Salvage Prior to Demo Building 17	10	0	08SEP11A	14SEP11A
Tenant Improvements - 205 & 206					
GMP					
1BT140-3	Subs Final Pricing on "For Construction" docs	7	0	01JUN11A	09JUN11A
1BT130-3	Issue Building Permits	1	0	03JUN11A	03JUN11A
1BT140-4	Roel Prepare GMP	4	0	10JUN11A	15JUN11A
1BTM065-3	Lowe prepare GMP and submit to County	11	0	16JUN11A	30JUN11A
1BT180-3	County review and approve GMP	5	0	01JUL11A	14JUL11A
1BTM045-3	Execute GMP Contract	1	0	15JUL11A	15JUL11A
Core & Shell - 203 & 204					
Construction					
1BO203	Phase 1B Shell & Core Construction Bldg #203	291	180	19JAN11A	08JUN12
1BO204	Phase 1B Shell & Core Construction Bldg #204	291	184	04MAY11A	14JUN12
1BO205	Demo Existing Bldgs 3 & 4 - Phase 1B	25	9	08AUG11A	04OCT11
2O191	Demo Exist. Bld. #17	30	25	15SEP11A	26OCT11
DF3160	County/BKM Salvage Prior to Demo Building 16	10	10	09JUL12	20JUL12
2O190	Demo Exist. Bld. #16	27	27	23JUL12	28AUG12
DF3050	County/BKM Salvage Prior to Demo Building 5	10	10	16AUG12	29AUG12
DF3060	County/BKM Salvage Prior to Demo Building 6	10	10	16AUG12	29AUG12
1BF135	Abate & Demo B5 & B6	45	45	30AUG12	01NOV12
1BF145	Surface Parking Construction (not req'd, dur=0)	0	0	02NOV12	01NOV12
Tenant Improvements - 203 & 204					
Construction					
1BT170-3	Phase 1B Office #203 TI Construction	224	173	16JUL11A	30MAY12
1BT170-4	Phase 1B Office #204 TI Construction	212	205	22AUG11A	16JUL12
1BT210-3	Building #203 FFE/Substantial Completion	40	40	10MAY12	06JUL12
1BT200-4	Building #204 FFE/Substantial Completion	40	40	27JUN12	22AUG12
Conference Center & Cafeteria					
GMP					
1BC140	Roel Bid / Update Pricing with All Comments	23	0	25JAN11A	10MAR11A
1BC201	County Prep RFP	15	0	03FEB11A	08MAY11A
1BC180	Roel Prepare GMP	13	0	11MAR11A	31MAR11A
1BC200	Lowe Prepare GMP Contract	23	0	21MAR11A	27APR11A
1BC130	Building Permit	0	0		13APR11A
1BC202	Vendor Selection/County Negotiation	33	0	09MAY11A	05JUL11A
1BC203	Kitchen Design	55	7	06JUL11A	30SEP11
1BC204	Equipment RFP/Contracting (Suffolk Roel)	57	57	03OCT11	23DEC11
1BC205	Equipment Procurement	58	58	27DEC11	19MAR12
Construction					
1BC170-1	Core & Shell, TI and FF&E Construction Summary	312*	217*	09MAY11A	01AUG12
1BC170	Conference Center & Cafeteria Construction	311	216	09MAY11A	31JUL12
1BC206	Kitchen Construction	121	121	12JAN12	02JUL12



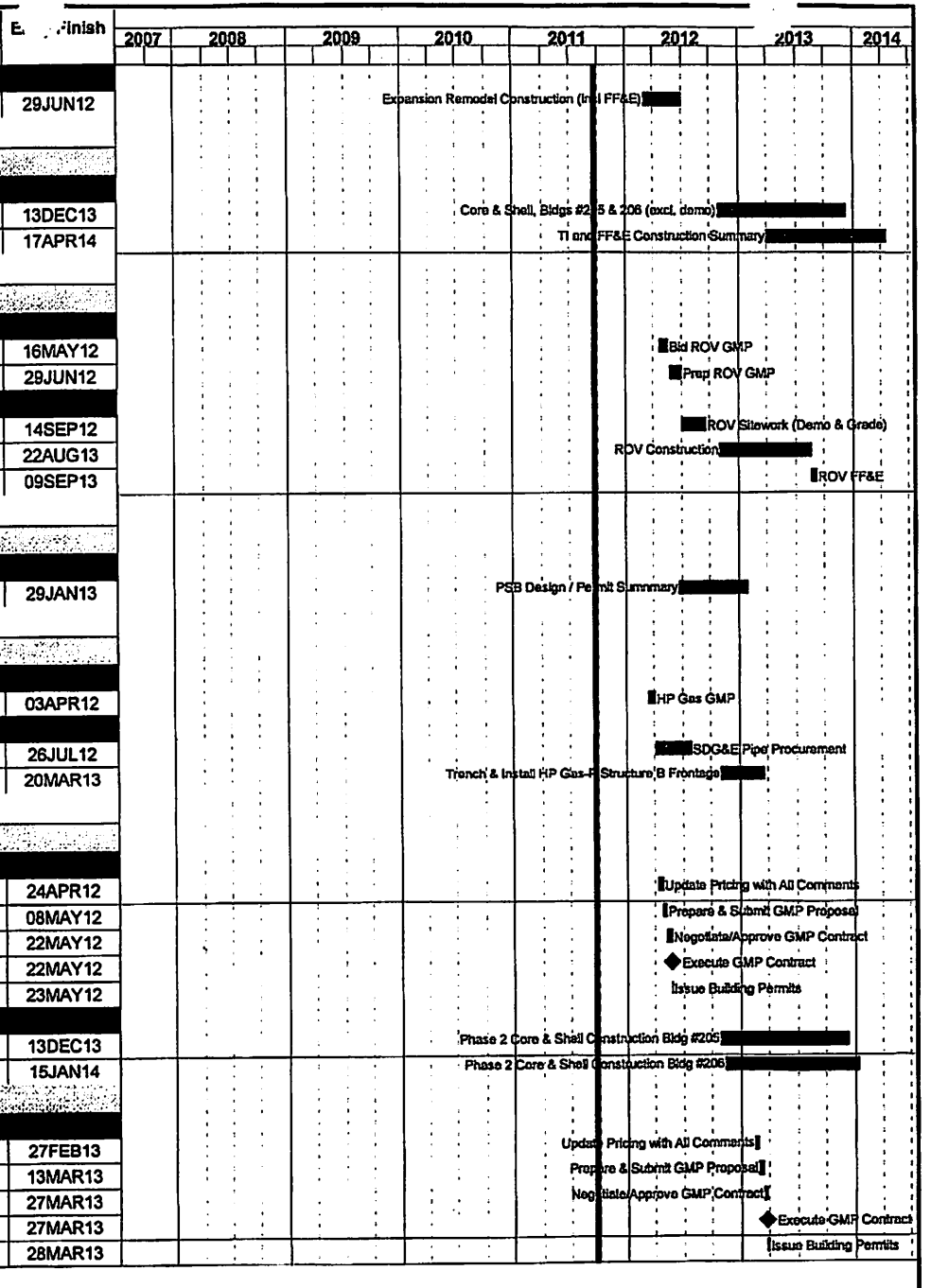
Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Finish
1BC207	Kitchen Commissioning & Startup	20	20	03JUL12	31JUL12
1BC190	Conf Cntr & Cafeteria FFE/Substantial Completion	10	10	19JUL12	01AUG12
1BC208	Kitchen Open	1	1	01AUG12	01AUG12
Phase 2					
Financing & Early Procurement					
2G055	BOS Docketing	21	17	30AUG11A	14OCT11
2O135	Lowe Update Phase 2 Budget & Phasing Plan	15	10	15SEP11A	05OCT11
2O136	Prepare BOS Project Approval Expansion	7	7	17OCT11	25OCT11
2O145	Prep for BOS: Bldgs 205/206, PSB Project Approvl	21	21	17OCT11	15NOV11
2O185	Prep Steel GMP	40	40	14FEB12	10APR12
2O200	Execute Steel GMP	10	10	11APR12	24APR12
2O195	Procure Steel	140	140	25APR12	09NOV12
Phase 2 Design					
Core & Shell - 205 & 206					
Design Development					
2O024	County Review DD Plans	15	1	05SEP11A	22SEP11
Construction Documents					
2O050	Prepare CD Plans to 75%	89	73	30AUG11A	09JAN12
2O100	1st County/Esgill Plan Check	15	15	10JAN12	30JAN12
2O105	Respond to 1st County/Esgill PC Comments	10	10	31JAN12	13FEB12
2O110	2nd County/Esgill Plan Check	15	15	14FEB12	06MAR12
2O115	Respond to 2nd County/Esgill PC Comments	10	10	07MAR12	20MAR12
2O060	Bid Core & Shell for GMP	20	20	07MAR12	03APR12
2O120	3rd County/Esgill Plan Check	10	10	21MAR12	03APR12
2O125	Respond to 3rd County/Esgill PC Comments	5	5	04APR12	10APR12
HP Gas Design					
2S220	HP Gas Design	66	66	10OCT11	16JAN12
2S230	HP Gas SDG&E Review & Approval	20	20	17JAN12	13FEB12
2S240	HP Gas SDG&E Bid	20	20	14FEB12	13MAR12
Tenant Improvements - 205 & 206					
Design Development					
2O175	Tenant Improvement Programming	130	79	12JUL11A	17JAN12
2O5000	Tenant Improvement DD	70	70	18JAN12	25APR12
2O5005	County Department Approval DD Plans	96	96	26APR12	11SEP12
Construction Documents					
2T050	Prepare T.I. CD Plans to 75%	50	50	12SEP12	20NOV12
2T100	1st County/Esgill Plan Check	15	15	21NOV12	13DEC12
2T050-1	County Review of CD Plans to 75%	20	20	21NOV12	20DEC12
2T060	Bid CD Plans at 75%	20	20	21NOV12	20DEC12
2T105	Respond to 1st County/Esgill PC Comments	10	10	21DEC12	08JAN13
2T110	2nd County/Esgill Plan Check	5	5	09JAN13	15JAN13
2T115	Respond to 2nd County/Esgill PC Comments	10	10	16JAN13	29JAN13
2T120	3rd County/Esgill Plan Check	5	5	30JAN13	05FEB13
2T125	Respond to 3rd County/Esgill PC Comments	5	5	06FEB13	12FEB13



Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	E... Finish
Parking Structure B Design					
RFP Process					
2P054	Bridging Documents	40	40	16NOV11	16JAN12
2P055	Issue D/B RFP	20	20	17JAN12	13FEB12
2P185	Response Period RFP	30	30	14FEB12	27MAR12
2P185-A	Review Proposals & Revise BOD	22	22	28MAR12	26APR12
2P185-B	Revised D/B Proposals	10	10	27APR12	10MAY12
2P185-C	DB Presentations	1	1	11MAY12	11MAY12
2P185-D	Select Successful DB	1	1	14MAY12	14MAY12
Design Development					
2P025	Prepare Des. Dev. Plans	30	30	20JUN12	01AUG12
2P035	Confirm Des. Dev. Budget	10	10	02AUG12	15AUG12
2P040	Submit Des. Dev. Plans & Budget to County	0	0	16AUG12	
2P045	County Review DD Plans & Budget	12	12	16AUG12	31AUG12
2PM035	County Approval of DD Plans & Budget	0	0		31AUG12
Construction Documents					
2P050	Prepare CD Plans to 75%	30	30	04SEP12	15OCT12
2P060	Confirm CD Budget at 75%	10	10	16OCT12	29OCT12
2P100	1st County/Esgill Plan Check	15	15	30OCT12	19NOV12
2P105	Respond to 1st PC Comments	15	15	20NOV12	12DEC12
2P110	2nd County/Esgill Plan Check	10	10	13DEC12	28DEC12
2P115	Respond to 2nd PC Comments	10	10	31DEC12	14JAN13
2P120	3rd Coutny/Esgill Plan Check	5	5	15JAN13	21JAN13
2P125	Respond to 3rd PC Comments	5	5	22JAN13	28JAN13
Chesapeake Expansion Remodel					
1BF110	Expansion Remodel Conceptual Design	105	21	04MAY11A	20OCT11
1BF113	County Review Conceptual Design	15	15	21OCT11	10NOV11
1BF111	Expansion Remodel Construction Documents Design	46	46	14NOV11	20JAN12
Chesapeake Expansion ROV Building					
1BF114	Expansion Facility Conceptual Design	20	20	26OCT11	23NOV11
1BF115	Expansion Facility SD Design	20	20	28NOV11	23DEC11
1BF116	Expansion Facility DD Design	35	35	27DEC11	14FEB12
1BF117	Expansion Facility CD Design	35	35	15FEB12	04APR12
1BF118	1st County/Esgill Plan Check	10	10	05APR12	18APR12
1BF119	Respond to 1st County/Esgill PC Comments	10	10	19APR12	02MAY12
1BF120	2nd County/Esgill Plan Check	10	10	03MAY12	16MAY12
1BF121	Respond to 2nd County/Esgill PC Comments	10	10	17MAY12	31MAY12
1BF123	3rd County/Esgill Plan Check	10	10	01JUN12	14JUN12
1BF124	Respond to 3rd County/Esgill PC Comments	5	5	15JUN12	21JUN12
1BF128	Expansion Facility Permit	1	1	22JUN12	22JUN12
Renovation of Existing Buildings					
GMP					
1BF112	Permit, Bid & GMP	27	27	23JAN12	29FEB12



Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	E. Finish
Construction					
1BF085	Expansion Remodel Construction (Incl FF&E)	86	86	01MAR12	29JUN12
Phase 2 Office Buildings					
Building #205 & 206					
Construction					
2O170	Core & Shell, Bldgs #205 & 206 (excl. demo)	286*	286*	24OCT12	13DEC13
2T200-16	TI and FF&E Construction Summary	265*	265*	29MAR13	17APR14
Chesapeake Expansion ROV Building					
GMP					
1BF122	Bid ROV GMP	20	20	19APR12	16MAY12
2O202	Prep ROV GMP	25	25	25MAY12	29JUN12
Construction					
2O207	ROV Sitework (Demo & Grade)	53	53	02JUL12	14SEP12
2O203	ROV Construction	202	202	02NOV12	22AUG13
2O204	ROV FF&E	11	11	23AUG13	09SEP13
Parking Structure "B"					
Parking Structure B Design					
Design Development					
2PM065	PSB Design / Permit Summmary	153*	153*	20JUN12	29JAN13
HP Gas Line					
GMP					
2O151	HP Gas GMP	15	15	14MAR12	03APR12
Construction					
2S250	SDG&E Pipe Procurement	80	80	04APR12	26JUL12
2S270	Trench & Install HP Gas-P.Structure B Frontage	93	93	02NOV12	20MAR13
Office Buildings					
Core & Shell - 205 & 206					
GMP					
2O140	Update Pricing with All Comments	10	10	11APR12	24APR12
2O150	Prepare & Submit GMP Proposal	10	10	25APR12	08MAY12
2OM070	Negotiate/Approve GMP Contract	10	10	09MAY12	22MAY12
2OM045	Execute GMP Contract	0	0		22MAY12
2O130	Issue Building Permits	1	1	23MAY12	23MAY12
Construction					
2O205	Phase 2 Core & Shell Construction Bldg #205	286	286	24OCT12	13DEC13
2O206	Phase 2 Core & Shell Construction Bldg #206	293	293	12NOV12	15JAN14
Tenant Improvements - 205 & 206					
GMP					
2T140-5	Update Pricing with All Comments	10	10	13FEB13	27FEB13
2TM065-5	Prepare & Submit GMP Proposal	10	10	28FEB13	13MAR13
2T180-5	Negotiate/Approve GMP Contract	10	10	14MAR13	27MAR13
2TM045-5	Execute GMP Contract	0	0		27MAR13
2T130-5	Issue Building Permits	1	1	28MAR13	28MAR13



Activity ID	Activity Description	Orig Dur	Rem Dur	Early Start	Finish
Construction					
2T170-5	Phase 2 Office #205 TI Construction	215	215	29MAR13	05FEB14
2T170-6	Phase 2 Office #206 TI Construction	215	215	26APR13	08MAR14
2T210-5	Building #205 FFE	40	40	23JAN14	20MAR14
2T200-6	Building #206 FFE	40	40	21FEB14	17APR14
Parking Structure "B"					
GMP					
2P140	Prepare & Submit GMP	15	15	15MAY12	05JUN12
2P150	Negotiate/Approve GMP Contract	10	10	06JUN12	19JUN12
2P065	Award D/B Contract	0	0		19JUN12
2PM045	Execute GMP Contract	0	0		19JUN12
Construction					
2P130	Issue Building Permits	1	1	29JAN13	29JAN13
2P170	Parking Structure B Construction (excl. demo)	271	271	21MAR13	17APR14

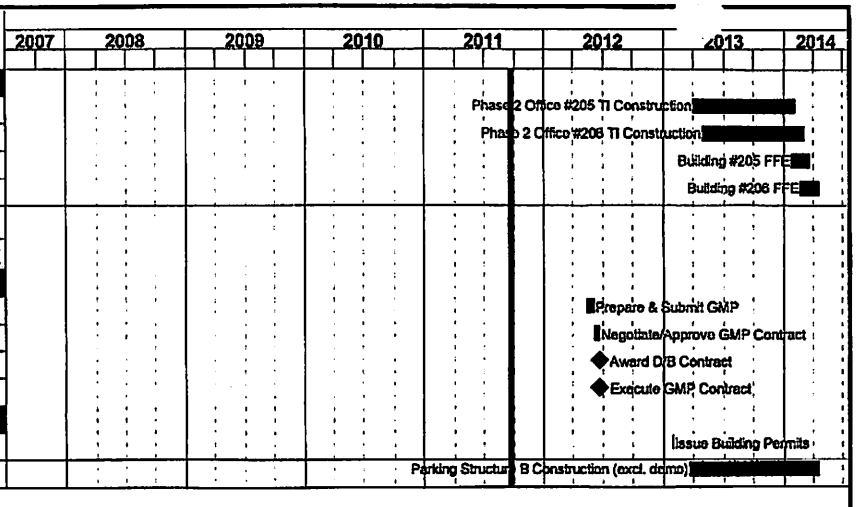


EXHIBIT E

DDA BUDGET

[See Attached]

County of San Diego
County Operations Center
Phase IA, 1B and 2

Calculated Cell Do Not Change
Fixed Input Cell Do Not Change

LOWE ENTERPRISES
September 30, 2011
DEVELOPMENT COST ASSUMPTIONS

	PHASE 1A	PHASE 1B	PHASE 2	TOTAL
SQUARE FOOTAGE:				
Office	300,000	300,000	300,000	900,000
Conference Center & Cafeteria	0	16,000	0	16,000
Central Plant	12,500	0	0	12,500
Hazard Way	47,000	0	0	47,000
ROV		0	120,000	120,000
9225/9255 Chesapeake	0	0	29,300	29,300
Total	359,500	316,000	449,300	1,124,800
Parking Structure	548,000	0	888,500	1,436,500
BUILDINGS:				
# of Buildings	6	3	5	14

	PHASE 1A	PHASE 1B	PHASE 2	TOTAL
PRE-DEVELOPMENT COSTS				
Conceptual Design/CEQA	$1,876,670	$0	$250,000	$2,126,670
Programming	$513,330	$0	$0	$513,330
Phase 1 Schematic Design	$1,000,000	$0	$0	$1,000,000
Central Plant Design	$460,000	$0	$0	$460,000
Pre-Construction	$0	$0	$0	$0
Contingency	$0	$0	$12,500	$12,500
Subtotal Pre-Development Costs	$3,850,000	$0	$262,500	$4,112,500
OFFSITE COSTS				
		$0	$0	$0
Project Improvements - Overland (Direct Costs)	$2,979,475	$0	$0	$2,979,475
Traffic Mitigation/Improvements (Direct Costs)	$3,298,436	$377,641	$0	$3,676,077
Traffic Contribution to Other Agencies (Direct Costs)	$2,452,200	$0	$0	$2,452,200
Utility Upgrades (Direct Costs)	$1,352,000	$0	$1,500,000	$2,852,000
County Development. Impact Fees	$292,365	$160,000	$0	$452,365
Contingency	$249,869	$8,000	$75,000	$332,869
	$0	$0	$0	$0
	$0	$0	$0	$0
Miscellaneous Fees				
Subtotal Offsite Costs	$10,624,345	$545,641	$1,575,000	$12,744,986
DIRECT COSTS				
General Conditions	$4,824,622	$3,883,896	$8,283,275	$16,991,793
Demolition and Sitework	$10,454,260	$7,802,013	$10,949,741	$29,206,014
Central Plant	$7,674,657	$1,138,800	$0	$8,813,457
Parking Structure/PV LEED Gold	$17,530,218	$0	$31,549,670	$49,079,888
Building Core & Shell	$35,903,414	$29,650,000	$33,176,666	$98,730,080
Building Tenant Improvement	$17,754,891	$14,240,253	$16,738,400	$48,733,544
Conference Center	$0	$9,347,988	$0	$9,347,988
Hazard Way Buildings	$8,030,875	$0	$0	$8,030,875
Building 7 Renovations	$0	$111,193	$507,132	$618,325
Fleet Improvement w/in PSB	$0	$0	$4,817,191	$4,817,191
ROV Building Core & Shell	$0	$0	$8,741,822	$8,741,822
ROV Building Tenant Improvements	$0	$0	$2,256,218	$2,256,218
Renovations to Buildings 9225/9255	$0	$0	$1,706,736	$1,706,736
Public Art	$147,000	$0	$850,000	$997,000
LEED	$0	$598,222	$0	$598,222
Design Contingency	$163,903	$3,319,802	$1,187,269	$4,670,974
Contractor Contingency	$1,929,814	$1,742,895	$2,997,853	$6,670,582
Insurance (Contractor)[incl. OCIP credit]	$519,721	$464,482	$798,928	$1,783,131
Contractor Fee	$3,497,816	$2,894,078	$4,948,436	$11,340,330
Bond Allowance	$729,592	$564,345	$1,929,890	$3,223,827
Prevailing Wage	$10,066	$758,103	$0	$768,169
Escalation (various # months at 0.45%/month)	($0)	$9,757,097	$1,903,298	$11,660,395
Project Implementation Allowance	$0	$0	$0	$0
FF&E	$9,254,003	$8,741,667	$10,835,970	$28,831,640
Construction Contingency	$815,025	$4,753,362	$7,208,925	$12,777,313
Subtotal Direct Costs	$119,239,897	$99,768,197	$151,387,420	$370,395,514
INDIRECT COSTS				
A&E	$9,363,692	$600,000	$2,729,571	$12,693,263
Other Consultants	$1,444,234	$639,750	$620,005	$2,703,989
Testing & Inspection	$1,214,155	$930,000	$2,106,380	$4,250,535
Reimbursables	$496,950	$160,000	$211,356	$868,306
Off-site Bonds	$0	$144,716	$0	$144,716
Plan Check/Permits	$298,000	$0	$124,650	$422,650
Insurance (Developer)[incl. OCIP credit]	$160,057	$0	$295,753	$455,810
LEED Certification	$50,000	$350,000	$540,000	$1,140,000
Construction Management Fee	$2,772,865	$1,996,412	$3,059,248	$7,828,525
Development Fee	$8,083,100	$4,140,326	$6,394,105	$18,617,531
Contingency	$703,212	$482,813	$713,456	$1,899,481
Subtotal Indirect Costs	$24,596,265	$9,464,018	$16,794,524	$51,054,807
TOTAL DEVELOPMENT COSTS	$158,310,507	$109,977,856	$170,019,444	$438,307,806
COUNTY COSTS	$12,000,000	$10,000,000	$44,984,432	$66,984,432
TOTAL PROJECT COSTS	$170,310,507	$119,977,856	$215,003,876	$505,292,238

AGENDA ITEM NO. 4

SAN DIEGO REGIONAL BUILDING AUTHORITY

November 3, 2011

SUBJECT:

PROPOSED SAN DIEGO REGIONAL BUILDING AUTHORITY (SDRBA) 2012 MEETING SCHEDULE

INTRODUCTION:

Each year, the SDRBA submits a proposed meeting schedule in concert with the Metropolitan Transit System's (MTS's) Executive Committee meeting schedule. The meetings are typically held at MTS on Thursday mornings beginning at 8:00 a.m. (unless otherwise determined).

RECOMMENDATION:

That the SDRBA Board of Directors approve the following dates that are proposed for the 2012 SDRBA meeting schedule:

MTS Executive Committee Meeting Room
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

January 12, 2012	8:00 a.m.
February 9, 2012	8:00 a.m.
March 8, 2012	8:00 a.m.
April 12, 2012	8:00 a.m.
May 10, 2012	8:00 a.m.
June 14, 2012	8:00 a.m.
July 12, 2012	8:00 a.m.
August 9, 2012	8:00 a.m.
September 13, 2012	8:00 a.m.
October 11, 2012	8:00 a.m.
November 8, 2012	8:00 a.m.
December 6, 2012	8:00 a.m.

Budget Impact

None.