CITY OF SAN DIEGO
PLANNING DEPARTMENT

Planning Department
(619) 235-5200

**DRAFT ENVIRONMENTAL IMPACT REPORT**

Project No. 364960
SCH No. 2013121057

SUBJECT: **MID-CITY COMMUNITIES PLAN AMENDMENT-CHOLLAS TRIANGLE.** The project amends the Mid-City Communities Plan to provide new community plan land use designations on approximately 43 acres of land within the Chollas Triangle site. The Mid-City Communities Plan Amendment redesignates approximately 24.46 acres of Commercial and Mixed Use and approximately 3.56 acres of Industrial land within the project site to a new land designation of Neighborhood Village. The amendment includes text and figure changes to add a new section specific to the Chollas Triangle site, create a new land use designation, and amend existing designations on the Eastern Area Community Plan Map. The Mid-City Communities Plan Amendment also includes the realignment of Lea Street as a two-lane collector, and the removal of Chollas Parkway from the Future Recommended Street Network to allow for the future vacation of the approximately 11.4-acre Chollas Parkway. The 11.4 acres would be designated to provide approximately 4.99 acres as population-based park land, approximately 5.5 acres as open space; and approximately 0.91 acres for mixed-use development through the Neighborhood Village land use designation. The proposal would result in additional population-based park land and an enhanced open space network. The amendment would allow for the project site to develop as a mixed-use neighborhood village and implement the General Plan City of Villages strategy with up to 486 residential units and 130,000 square feet of nonresidential uses.

1. **Mid-City Communities Plan Amendment.** The project amends the Mid-City Communities Plan to provide new community plan land use designations. The Mid-City Communities Plan Amendment redesignates Commercial and Mixed Use and Industrial designated lands Neighborhood Village, Park and Open Space designations. The amendment includes text and figure changes to add a new section specific to the Chollas Triangle site, create a new land use designation, and amend existing designations on the Eastern Area Community Plan Map. The Mid-City Communities Plan Amendment also includes the realignment and classification of Lea Street as a two-lane collector, and the removal of Chollas Parkway from the Future Recommended Street Network to allow for the future vacation of Chollas Parkway. The right-of-way would be redesignated as population-based park land, open space, and Neighborhood Village uses.

2. **City of San Diego General Plan Amendment**. Adoption of the project constitutes an amendment to the Land Use Element of the General Plan.

3. **Rezoning of parcels within the project site to citywide zones contained in the Land Development Code (LDC).** The following existing commercial, industrial, agricultural, and open space LDC zones will be used to implement the project: Community Commercial (CC-3-5); Industrial Light (IL-2-1); Agricultural Residential (AR-1-1); and Open Space Residential (OR-1-1).

4. **Adoption of a CPIOZ "Type-B" to provide supplemental design guidelines and development regulations tailored specifically for the Chollas Triangle project site.** The project includes a Community Plan Implementation Overlay Zone (CPIOZ) "Type-B" to provide supplemental design guidelines and development regulations tailored to the site. The intent of the regulations is to ensure that future development proposals are reviewed for consistency with the use, design, and development criteria that have been adopted for the site as part of the community plan amendment process. The CPIOZ "Type-B" requires a discretionary permit (Site Development Permit, Process Three) and allows for a maximum of 486 multi-family dwelling units and 130,000 square feet of non-residential development within Chollas Triangle.

CONCLUSIONS:

Based on the analysis conducted for the project described above, the City has prepared the following Environmental Impact Report (DEIR) in accordance with the California Environmental Quality Act (CEQA) to inform public agency decision-makers and the public of the significant environmental effects that could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (State CEQA Guidelines Section 15121). As further described in the attached DEIR, the City has determined that the project would have a significant environmental effect in the following areas: **BIOLOGY, HISTORICAL RESOURCES, LAND USE (MSCP LAND USE ADJACENCY), NOISE, PALEONTOLOGICAL, PARKS AND RECREATION, AND TRANSPORTATION/CIRCULATION AND PARKING.**

It is further demonstrated in the attached DEIR that the project would not result in a significant environmental effect in the following areas: **AIR QUALITY AND ODOR, GREENHOUSE GAS EMISSIONS AND ENERGY, HEALTH AND SAFETY, HYDROLOGY AND WATER QUALITY, POPULATION AND HOUSING, PUBLIC SERVICES AND FACILITIES, PUBLIC UTILITIES, AND VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER.**

Mitigation measures are proposed (Chapter 11) to reduce Project impacts, however, not to below a level of significance. Future development proposals implementing the proposed Project would be required to incorporate feasible mitigation measures adopted in conjunction with the certification of the EIR. However, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known or assured for each specific project at the program level of analysis, therefore, impacts remain significant and unmitigated. The attached DEIR and Technical Appendices document the reasons to support the above Determination.

MITIGATION, MONITORING AND REPORTING PROGRAM:

A series of mitigation measures are identified within each issue area discussion in the DEIR to reduce environmental impacts. The mitigation measures are fully contained in Chapter 11of the EIR.

Based on the requirement that alternatives reduce significant impacts associated with the proposed project, the DEIR considers the following Project Alternatives which are further detailed in the Executive Summary and Chapter 10 of the DEIR:

1. No Project (Adopted Community Plan) Alternative
2. Reduced Residential Units Project Alternative

Under CEQA Guideline Section 15126.6(e)(2), if the No Project Alternative is the environmentally superior alternative, the EIR must also identify which of the other alternatives is environmentally superior. The EIR identifies the Reduced Residential Units Project Alternative as the environmentally superior alternative because it meets some of the Project objectives while resulting in some reduction to impacts, both direct and cumulative with respect to Biological Resources, Historical Resources, Paleontological Resources, and Noise when compared to the Project. Transportation/Circulation and Parking was determined to have significant and unavoidable cumulative impacts.

PUBLIC REVIEW DISTRIBUTION:

Individuals, organizations, and agencies that received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency is provided below. Copies of the Draft EIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Planning Department, or purchased for the cost of reproduction.

RESULTS OF PUBLIC REVIEW:

( ) No comments were received during the public input period.

( ) Comments were received but did not address the accuracy or completeness of the Draft Environmental Impact Report (EIR). No response is necessary and the letters are attached at the end of the EIR.

( ) Comments addressing the accuracy or completeness of the Draft Environmental Impact Report (EIR) were received during the public input period. The letters and responses are located immediately after the Table of Contents.

Tom Tomlinson
Interim Director
Planning Department

December 22, 2014
Date of Draft Report

Date of Final Report

Analyst: Anna L. McPherson AICP

DISTRIBUTION OF DRAFT ENVIRONMENTAL IMPACT REPORT:

The following individuals, organizations and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency.

FEDERAL GOVERNMENT

U.S. Environmental Protection Agency
U.S. Fish & Wildlife Service
U.S. Army Corps of Engineers

STATE OF CALIFORNIA

Department of Transportation, District 11
California Department of Fish &Wildlife
Department of Toxic Substance Control
California Regional Water Quality Control Board: Region 9
State Clearinghouse
Air Resources Board
California Transportation Commission
Office of Planning and Research

COUNTY OF SAN DIEGO

Department of Planning and Land Use/Environmental Planning Section
Department of Environmental Health

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Councilmember Cate, District 6
Councilmember Sherman, District 7
Councilmember Alvarez, District 8
Councilmember Emerald, District 9

Office of the City Attorney

Development Services Department
Robert Vacchi, Director
Kerry Santoro, Deputy Director
Ann Gonsalves, Transportation Review
Don Weston, Engineering Review

James Quinn, Geology Review

Planning Department
Tom Tomlinson, Interim Director
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Brian Schoenfisch, Program Manager
George Ghossain, Mobility Planning
Michael Prinz, Community Planner
Kristy Forburger, MSCP
Jeff Harkness, Park Planning

Public Utilities Department
Water Review
Wastewater Review

Fire Rescue

Environmental Services Department

Library Department - Government Documents
Central Library
Oak Park Branch Library

OTHER AGENCIES AND INTERESTED PERSONS

San Diego Unified School District
SANDAG
Metro Transit System
San Diego Gas and Electric
Eastern Area Communities Planning Committee
City Heights Area Planning Committee
Walk San Diego
San Diego Bike Coalition
Groundwork San Diego Chollas Creek
Hillside Garden Apartments
Redwood Village Community Council
Proyecto de Casas Saludables
Teen Challenge Center
International Rescue Committee
Kerri Kress
City Heights CDC
Tom Family – Jung Tom Company LLC
University Manor
Elliot Megdal
Northgate Gonzales Markets
Emil Rutenberg

Dam Ky To and Trieu Nu
Brammer M Inc.
Johannes Long
Nicola Hedge
Chris Dau

ENVIRONMENTAL ORGANIZATIONS

Sierra Club, San Diego Chapter
Wetland Advisory Board
San Diego Audubon Society
Mr. Jim Peugh
California Native Plant Society
Endangered Habitats League

HISTORICAL AND ARCHAEOLOGICAL ASSOCIATIONS

Carmen Lucas
South Coastal Information Center
San Diego Archaeological Center
Save Our Heritage Organization
Ron Christman
Clint Linton
Campo Band of Mission Indians
Frank Brown – Inter-Tribal Cultural Resources Council
San Diego County Archaeological Society, Inc
Kumeyaay Cultural Heritage Preservation
Kumeyaay Cultural Repatriation Committee
Native American Distribution

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# EXECUTIVE SUMMARY

This summary provides a brief synopsis of the Mid-City Communities Plan - Chollas Triangle, General Plan Amendment and Rezone, the results of the environmental analysis contained in this Environmental Impact Report (EIR), and project alternatives. Detailed information on the rationale for the conclusions of significant and less than significant project impacts is not included in this section; therefore, the reader should review the entire document to fully understand the project and its environmental consequences.

## ES-1 PROJECT LOCATION AND DESCRIPTION

The project site is located in the Eastern Area of the Mid-City planning area within the City of San Diego. The Chollas Triangle site (site) is located in the center of these communities within the Eastern Area and is adjacent to the City Heights community to the west. The project site is bound by 54th Street to the west, University Avenue to the north, and Chollas Creek and Parkway to the south and east. The project site is located in a San Diego Association of Governments (SANDAG) planned Smart Growth area.

The project is to amend the Mid-City Communities Plan, the City of San Diego General Plan, and rezone the Chollas Triangle project site. The proposed land use changes to the Mid-City Communities Plan—Chollas Triangle are to redesignate approximately 24.46 acres of land designated Commercial and Mixed-Use and approximately 3.56 acres of Industrial to Neighborhood Village. The project would also revise the Communities Plan Future Recommended Street Network to redesignate the 11.4-acre portion of Chollas Parkway within the project site to approximately 4.99 acres as population-based park land, 5.5 acres as open space, and 0.91 acres as Neighborhood Village. These changes would allow for the development of multi-family housing in a mixed-use setting with nearby shopping and services. The project would add a two-lane collector at the location of Lea Street, extending north to intersect with University Avenue. To ensure consistency with the Communities Plan Amendment land use designation changes, the project would also include rezoning the current Community Commercial (CC-5-3) and Industrial Light (IL-2-1) zones to CC-3-5 and Agricultural—Residential (AR-1-1). This would also ensure consistency with the land use designations recommended in the General Plan and a Community Plan Implementation Overlay Zone (CPIOZ Type B), which limits the total square footage of nonresidential development to no more than 130,000 square feet of commercial. At buildout, the project site would result in 486 dwelling units of multi-family housing and 130,000 square feet of nonresidential development that would include a mixture of retail, office, and other commercial uses. The project also includes a

General Plan Amendment to make the land use designations and zoning classifications consistent.

## ES-2 ENVIRONMENTAL ANALYSIS

The EIR contains an environmental analysis of the potential impacts associated with development of the proposed project. The issues that are addressed in detail in this document are: air quality and odor; biological resources; greenhouse gas emissions and energy; historical resources; health and safety; hydrology and water quality; land use; noise; paleontological resources; public services and facilities; public utilities; parks and recreation; transportation/circulation and parking; and visual effects.

The analysis concluded that potentially significant direct impacts would occur to air quality and odor, greenhouse gas emissions and energy, biological resources, historical resources, noise, and paleontological resources. Mitigation measures identified in Chapter 4.0 of the EIR would reduce these impacts to below a level of significance. Significant cumulative impacts would occur to transportation/circulation and parking, and mitigation measures for this impact are identified in Chapter 4.14.

The analysis contained in the EIR determined that the project would not have any significant impacts to: health and safety; hydrology and water quality; land use; public services and facilities; public utilities; parks and recreation; and visual effects and neighborhood character. In addition, the initial environmental study conducted for the project by the City determined that no impacts would occur to Agricultural Resources, Mineral Resources, Geological Resources, or Population and Housing.

Table ES-1 summarizes the proposed project's significant environmental impacts, the proposed mitigation measures for each environmental issue, and the level of significance after implementation of recommended mitigation measures.

## ES-3 PROJECT ALTERNATIVES

An alternative to the proposed project, the Reduced Residential Units Project Alternative, is addressed in Chapter 10.0 of the EIR in terms of its ability to meet some but not all of the project objectives and eliminate or further reduce significant environmental effects of the proposed project. As required by the California Environmental Quality Act (CEQA), the No Project Alternative is also addressed in Chapter 10.0, which is based on no development at the project site.

## No Project Alternative

The CEQA Guidelines require that a No Project Alternative be included in all EIRs. the No Project Alternative assumes that the site would develop pursuant to the existing Mid-City Communities Plan, which would be regulated by the Commercial-Community (CC-5-3) zone for the northern portion of the site and the Industrial Light (IL-2-1) zone for the southern portion of the site, which are more auto-oriented development regulations and would not develop as a as pedestrian-oriented, multi-modal urban village with 486 residential units and 130,000 square feet of nonresidential uses. In addition, Chollas Parkway would not be redesignated as park and open space land to allow the future development of Chollas Park and enhancement to Chollas Creek, and the existing conditions would remain as described in the EIR.

## Reduced Residential Units Project Alternative

This alternative would allow development of the site at the low end of the allowable Neighborhood Village density range of 15 dwelling units per acre which would reduce the proposed residential units by from 486 to 253 (52%), with commercial use remaining constant). This alternative would reduce the projected number of residential units by over 50 percent and would reduce project ADT to less than7,218 net new trips. However, as identified in the project's TIS, one roadway segment and one intersection would have cumulative significant and unavoidable traffic-related impacts with the project (486 residential units) at the following locations:

- Roadway segment at Collwood Boulevard between Montezuma Road and 54th Street (LOS F)
- Intersection of 54$^{th}$ Street and El Cajon Boulevard (LOS E)

The Reduced Residential Units Project Alternative would result in a decrease in net new trips, reduced congestion and delay. However, this reduction in net new trips would not change the LOS category at the three roadway segments and three intersections under the horizon year 2035. Under this alternative, cumulative impacts to the project site intersections and roadway segments would still occur from increased cumulative traffic volumes under the horizon year 2035 without the project. Accordingly, any further reduction in the development would not reduce the cumulatively significant and unavoidable impacts to these roadway segments to less than significant.

## ES-4 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

The City, as Lead Agency for the project, prepared a Notice of Preparation (NOP) on December 20, 2013, distributed it to the public and governmental agencies, and began a 30-day comment period. All Responsible and Trustee Agencies, which are public agencies other than the City and state agencies, respectively, that have responsibility for carrying out the project such as through issuance of permits or other reviews, were also notified during the comment period. A scoping meeting was held on January 16, 2014, to inform the public about the project and receive comments. A total of three comments were received during this time and were considered in preparation of the Draft EIR. One of the letters expressed concerns regarding roadway configurations. Another letter noted that the EIR should meet all requirements and conditions of the MSCP/SAP and should discuss specific impacts to and mitigation requirements for wetlands or sensitive species not covered by those documents. Finally, another letter requested that the EIR address the future expansion of the Streamview Substation, a San Diego Gas & Electric (SDG&E) Substation located within the proposed project site. The NOP and comment letters are included in this document as Appendix A.

The concerns raised during the NOP and scoping meeting process were related to transportation/circulation, potential impacts to biological resources; and future expansion of the Streamview Substation.

# Table ES-1
# Project Impacts and Proposed Mitigation

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| **Biological Resources** | | |
| ***Impact*** | ***Mitigation Measure*** | |
| **BIO-1**Potential future enhancement projects along Chollas Creek could result in an overall benefit to habitat quality for special-status wildlife, short-term impacts could be considered significant, and significant long-term impacts could result from enhancement of public access to the creek. | **Mitigation Measure BIO-1:** The City shall ensure the following measures are implemented to avoid and minimize potentially significant impacts on special-status species:<br>• A qualified biologist shall monitor and confirm compliance with applicable MSCP Subarea Plan policies and guidelines during construction activities adjacent to sensitive habitats, including suitable habitat for special-status species. The biological monitor shall be familiar with local habitats, plants, and wildlife, and shall maintain communications with the contractor to ensure that issues relating to biological resources are appropriately and lawfully managed. Biological monitoring shall occur within designated areas during critical times, such as installation of best management practices (BMPs) and fencing to protect sensitive habitats, and to ensure that all avoidance and minimization measures are properly constructed and maintained. The project biologist shall provide a final report documenting compliance with avoidance and minimization measures within 60 days of completion of construction activities.<br>• Project employees and contractors on-site shall complete a worker-awareness training conducted by the biological monitor. The training shall advise workers of potential impacts on sensitive habitats and species and the potential penalties for such impacts. At a minimum, the program shall address the following topics: importance of sensitive habitats, known and potential occurrence of sensitive species in the area, a physical description, and their general ecology, sensitivity of the species to human activities, legal protection afforded species and sensitive habitats, and work features designed to reduce the impacts to species and sensitive habitats. Employees and contractors shall be instructed to immediately notify the biological monitor of any incidents, such as construction vehicles that move outside of the work area boundary. The biological monitor shall be responsible for notifying the City within 72 hours of any incident.<br>• Orange construction fencing shall be placed along the perimeter of the identified construction, laydown, and equipment storage areas adjacent to Chollas Creek.<br>• BMPs shall be implemented during construction to prevent impacts to water quality in Chollas Creek. | Less than Significant |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| | • Spill prevention and cleanup measures shall be practiced on-site. Fuel and equipment shall be stored at least 100 feet from Chollas Creek.<br>• Prior to construction, the project contractor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the State's General Construction Storm Water Permit – 99-08-DWQ, and implement the SWPPP during construction. Specific measures to be incorporated into the SWPPP include the following:<br>a. All equipment shall be maintained in accordance with manufacturer's recommendations and requirements.<br>b. Equipment and containers shall be inspected daily for leaks.<br>c. The contractor shall use off-site maintenance and repair shops as much as possible for maintenance and repair of equipment.<br>d. If maintenance of equipment occurs on-site, within all areas, fuel/oil pans, absorbent pads, or appropriate containment shall be used to capture spills/leaks.<br>• All food-related trash such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers and/or closed trash bags and regularly removed from the project site. Feeding of wildlife shall be strictly prohibited. | |
| **Impact BIO-2:** Disturbance of birds nesting along Chollas Creek during construction associated with roadway removal and park space development would be a significant impact if it results in nest failure and loss of individuals. | **Mitigation Measure BIO-2:** The City shall ensure the following measures are implemented to minimize potentially significant impacts on nesting birds:<br>• Removal of vegetation or structures that could be used by nesting birds shall be conducted outside of the bird nesting season (February 1 through September 15), to the maximum extent feasible.<br>• Construction activities adjacent to Chollas Creek shall be conducted outside of the bird nesting season, to the maximum extent feasible.<br>• If vegetation or structure removal is not completed during the non-nesting season, a pre-construction survey shall be conducted by a qualified biologist to determine if active bird nests are present within any vegetation or structures to be removed.<br>• If construction occurs adjacent to Chollas Creek during the nesting season, a pre-construction survey shall be conducted by a qualified biologist to determine if active bird nests are present within 200 feet of construction areas. | Less than Significant |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| | If an active nest is found, an appropriately sized protective buffer shall be determined by a qualified biologist, and implementation of the buffer shall be monitored by the biologist until the young have fledged or the nest is otherwise no longer active. The buffer may be adjusted as appropriate, depending on the nest stage and disturbance level. | |
| | **Historical Resources** | |
| **Impact AR-1:** Archaeological resources, if present on-site, could be substantially damaged or destroyed during the excavation for future development projects as part of future project implementation. Damage or destruction of archaeological resources could result in a significant project impact. | **Mitigation Measure AR-1:**<br><br>**I. Prior to Permit Issuance (for future projects that include ground disturbance)**<br>A. Entitlements Plan Check<br>1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction (precon) meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.<br>B. Letters of Qualification have been submitted to ADD<br>1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.<br>2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG.<br>3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program.<br>**II. Prior to Start of Construction**<br>A. Verification of Records Search<br>1. The PI shall provide verification to MMC that a site-specific records search (1/4-mile radius) has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.<br>2. The letter shall introduce any pertinent information concerning | |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| | expectations and probabilities of discovery during trenching and/or grading activities.<br>3. The PI may submit a detailed letter to MMC requesting a reduction to the 1/4-mile radius.<br>B. PI Shall Attend Precon Meetings<br>1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a precon meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American monitor shall attend any grading/excavation-related precon meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.<br>a. If the PI is unable to attend the precon meeting, the Applicant shall schedule a focused precon meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.<br>2. Identify Areas to Be Monitored<br>a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.<br>b. The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).<br>3. When Monitoring Will Occur<br>a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.<br>b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents that indicate site conditions such as depth of excavation and/or site graded to bedrock, etc. that may reduce or increase the potential for resources to be present. | |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| | **III. During Construction**<br>A. Monitor(s) Shall be Present During Grading/Excavation/Trenching<br>1. The Archaeological Monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities that could result in impacts to archaeological resources as identified on the AME. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Health Administration safety requirements may necessitate modification of the AME.**<br>2. The Native American consultant/monitor shall determine the extent of their presence during soil-disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B–C and IV.A–D shall commence.<br>3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.<br>4. The Archaeological Monitor and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRs shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion)**, and in the case of ANY discoveries. The RE shall forward copies to MMC.<br>B. Discovery Notification Process<br>1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil-disturbing activities, including but not limited to digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.<br>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.<br>3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible. | |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| | 4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.<br>C. Determination of Significance<br>1. The PI and Native American consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.<br>a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.<br>b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program that has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume. **Note: If a unique archaeological site is also a historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.**<br>c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.<br>**IV. Discovery of Human Remains**<br>If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains, and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5) shall be undertaken:<br>A. Notification<br>1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process.<br>2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone. | |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| | B. Isolate discovery site<br>1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.<br>2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.<br>3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.<br>C. If Human Remains **ARE** determined to be Native American<br>1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, **ONLY** the Medical Examiner can make this call.<br>2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.<br>3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health and Safety Codes.<br>4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.<br>5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:<br>a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;<br>b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with Public Resources Code 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN,<br>c. In order to protect these sites, the Landowner shall do one or more of the following:<br>(1) Record the site with the NAHC;<br>(2) Record an open space or conservation easement on the site;<br>(3) Record a document with the County. | |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| | d. Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures, the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.<br>D. If Human Remains are **NOT** Native American<br>1. The PI shall contact the Medical Examiner with notification of the historic era context of the burial.<br>2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).<br>3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.<br>**V. Night and/or Weekend Work**<br>A. If night and/or weekend work is included in the contract<br>1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.<br>2. The following procedures shall be followed.<br>a. No Discoveries<br>In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8 a.m. of the next business day.<br>b. Discoveries<br>All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.<br>c. Potentially Significant Discoveries<br>If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed. | |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| | d. The PI shall immediately contact MMC, or by 8 a.m. of the next business day, to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.<br>B. If night and/or weekend work becomes necessary during the course of construction<br>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.<br>2. The RE, or BI, as appropriate, shall notify MMC immediately.<br>C. All other procedures described above shall apply, as appropriate.<br>**VI. Post Construction**<br>A. Preparation and Submittal of Draft Monitoring Report<br>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. **It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.**<br>a. For significant archaeological resources encountered during monitoring, the shall be included in the Draft Monitoring Report.<br>b. Recording Sites with State of California Department of Parks and Recreation<br>The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.<br>2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.<br>3. The PI shall submit revised Draft Monitoring Report to MMC for approval.<br>4. MMC shall provide written verification to the PI of the approved report.<br>5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. | |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| | B. Handling of Artifacts<br>1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued<br>2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.<br>3. The cost for curation is the responsibility of the property owner.<br>C. Curation of artifacts: Accession Agreement and Acceptance Verification<br>1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing, and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.<br>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.<br>3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.<br>D. Final Monitoring Report(s)<br>1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.<br>2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC that includes the Acceptance Verification from the curation institution. | |
| **Impact HR-1**: Any deviation from the plans reviewed by City Plan-Historic staff could result in a significant impact to a Historic Resource. | **Mitigation Measure HR-1:** The City shall ensure the following measure is implemented to minimize potentially significant impacts on historic architectural resources. Prior to the issuance of any construction permits, including but not limited to, the first grading permit, demolition plans/permits, and building plans/permits for future development projects, the structures identified in the Preliminary Historical Assessment shall be evaluated for historic | Less than Significant |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| | significance at the project level in accordance with San Diego Municipal Code Section 143.0212 when a ministerial or discretionary application is submitted to the City to alter or demolish the building. | |
| **Noise** | | |
| **Impact NOI-1** Noise generated by short-term construction activities is estimated to generate an average maximum noise level of 75 dBA $L_{eq}$ at the nearest on-site receptor, which would exceed existing ambient noise levels by more than 10 dBA and, therefore, would be a significant project noise impact. | **Mitigation Measure NOI-1:** The City shall require through the discretionary approval process that any construction activities and contractors adopt the following measures to control noise generated by construction activities:<br>• Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise-suppression devices (e.g., mufflers, silencers, wraps).<br>• Heavy-duty construction equipment shall not be operated within 15 feet of adjacent structures to prevent structural damage from construction generated vibration.<br>• If heavy-duty construction equipment must be operated within 15 feet of adjacent structures, before and after crack survey shall be taken of all structures that are within 15 feet of any construction operations. If any damage occurs to such structures from heavy equipment operations, those damages shall be repaired by the project proponent.<br>• All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded.<br>• Heavy-duty construction equipment shall be staged and used at the farthest distance feasible from adjacent sensitive receptors.<br>• Construction equipment shall not be idled for extended periods.<br>• Fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) shall be located as far as possible from noise-sensitive receptors.<br>• An on-site coordinator shall be employed by the project applicant/contractor, and his or her telephone number along with instructions on how to file a noise complaint shall be posted conspicuously around the project site during construction phases. The coordinator's duties shall include fielding and documenting noise complaints, determining the source of the complaint (e.g., piece of construction equipment), determining whether noise levels are within acceptable limits and according to City standards, and reporting complaints to the City. The coordinator shall contact nearby noise-sensitive receptors, advising them of the construction schedule. | Less than Significant |
| **Impact NOI-2:** Noise generated by stationary HVAC systems could increase ambient noise levels at adjacent sensitive receptors by more | **Mitigation Measure NOI-2:** The City shall ensure that design and installation of stationary noise sources for the project meet the measures described below:<br>• Implement best design considerations and shielding, including installing stationary | Less than Significant |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
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| than 3 dBA and, therefore, would be a *significant project noise impact.* | noise sources associated with HVAC systems indoors in mechanical rooms.<br>• Prior to the issuance of a building permit, the applicant or its designee shall prepare an acoustical study(s) of proposed mechanical equipment, which shall identify all noise-generating equipment, predict noise level property lines from all identified equipment, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation), as necessary, to comply with the City of San Diego noise ordinance.<br><br>With implementation of Mitigation Measure NOI-2, stationary noise sources would be designed and controlled to comply with the City of San Diego noise ordinance. | |
| | **Paleontological Resources** | |
| **Impact Paleo-1:** Damage or destruction of a paleontological resource would be a significant project impact. | **Mitigation Measure PALEO-1:**<br><br>**I. Prior to Permit Issuance**<br>A. Entitlements Plan Check<br>1. Prior to issuance of any construction permits including but not limited to the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.<br>B. Letters of Qualification have been submitted to ADD<br>1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the Paleontological Monitoring Program, as defined in the City of San Diego Paleontology Guidelines.<br>2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.<br>3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.<br>**II. Prior to Start of Construction**<br>A. Verification of Records Search<br>1. The PI shall provide verification to MMC that a site-specific records search has been completed. Verification includes, but is not limited to, a copy of a | |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
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| | confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.<br>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.<br>B. PI Shall Attend Preconstruction (Precon) Meetings<br>1. Prior to beginning any work that requires monitoring; the applicant shall arrange a precon meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related precon meetings to make comments and/or suggestions concerning the Paleontological Monitoring Program with the CM and/or Grading Contractor, and to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. (A qualified paleontologist is defined as an individual with MS or PhD degree in paleontology or geology who is familiar with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of San Diego County, and who has worked as a paleontological mitigation project supervisor in the county for at least 1 year.)<br>a. If the PI is unable to attend the precon meeting, the applicant shall schedule a focused precon meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.<br>2. Identify Areas to Be Monitored<br>a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11 x 17 inches) to MMC identifying the areas to be monitored, including the delineation of grading/excavation limits. The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).<br>b. When Monitoring Will Occur<br>c. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.<br>d. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as | |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
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| | review of final construction documents that indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.<br>**III. During Construction**<br>A. A paleontological monitor should be on-site on a full-time basis during any original cutting of previously undisturbed deposits of high paleontological resource potential (Mission Valley Formation) or during any grading, excavation, or trenching activities, to inspect exposures for contained fossils. (A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor should work under the direction of a qualified paleontologist.) The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances, Occupational Safety and Health Administration safety requirements may necessitate modification of the PME.<br>B. In the event of a discovery, the paleontological monitor shall direct the contractor to temporarily divert activities in the area of discovery and immediately notify the RE or BI, as appropriate. The paleontological monitor shall immediately notify the PI (unless paleontological monitor is the PI) of the discovery. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.<br>C. When fossils are discovered, the paleontologist (or paleontological monitor) should recover them. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances the paleontologist (or paleontological monitor) should be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovering of small fossil remains, such as isolated mammal teeth, it may be necessary to set up a screenwashing operation on the site. Fossil remains collected during monitoring and salvage should be cleaned, repaired, sorted, and catalogued as part of the mitigation program. Prepared fossils, along with copies of all pertinent field notes, photographs, and maps, should be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils should be accompanied by financial support for initial specimen storage. A final summary report should be completed that outlines | |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
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| | the results of the mitigation program (described below). This report should include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.<br>**IV. Post Construction**<br>A. Preparation and Submittal of Draft Monitoring Report<br>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines that describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring,<br>a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.<br>b. Recording Sites with the San Diego Natural History Museum<br>The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.<br>2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.<br>3. The PI shall submit revised Draft Monitoring Report to MMC for approval.<br>4. MMC shall provide written verification to the PI of the approved report.<br>5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.<br>B. Handling of Fossil Remains<br>1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.<br>2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate<br>C. Curation of fossil remains: Deed of Gift and Acceptance Verification<br>1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. | |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
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| | 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.<br>D. Final Monitoring Report(s)<br>1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.<br>2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution. | |
| **Traffic, Circulation, and Parking** | | |
| ***Impact*** | ***Mitigation Measure*** | |
| **Impact T-1:** University Avenue between 54th Street and 58th Street: University Avenue between 54th Street and 58th Street is classified as a Four-Lane Major, but is currently constructed and operated as a Four-Lane Collector due to the lack of a continuous raised median. The project would have significant horizon year transportation impacts at this roadway segment. | **Mitigation Measure T-1: University Avenue between 54th Street and 58th Street:** Provide a raised median from 54th Street to 58th Street, satisfactory to the City Engineer. This intersection improvement project is identified in the Mid-City PFFP (T28 & T30). | Less than Significant |
| **Impact T-2:** College Avenue and University Avenue: The project would contribute a total of 70 and 120 additional trips to the intersection during the AM and PM peak hours, respectively, causing the intersection operations to degrade further (worse LOS E in the AM and PM peak hours) under future with project conditions. | **Mitigation Measure T-2: College Avenue and University Avenue:** Restripe the southbound and northbound approaches to provide dual left turn lanes and modify the traffic signal accordingly, satisfactory of the City Engineer. This project will also provide for Class III bicycle lanes on College Avenue north of University Avenue. Project significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This intersection improvement project is identified in the Mid-City PFFP (T30 & B2). | Less than Significant |
| **Impact T-3:** Collwood Boulevard between Montezuma Road and 54th Street Roadway Segment and is currently constructed and operated | Restriping this roadway segment to a four-lane roadway would impact existing bike facility and on street parking that is heavily utilized by existing residential developments in the area. Widening this roadway to accommodate a four-lane roadway configuration and maintaining existing bike facility would require ROW acquisition which would have adverse impact to | Significant and Unmitigated |

| Impact | Mitigation Measures | Level of Significance After Mitigation |
|---|---|---|
| as a Two-Lane Collector with Class II bike facility on both sides of the street. | existing residential properties. | |
| **Impact T-4:** 54th Street and El Cajon Boulevard Intersection. The project would contribute a total of 150 additional trips to the intersection during the PM peak hour causing the intersection LOS to degrade from LOS D to E. | Widening the southbound approach to accommodate a dual left turn lane would require ROW acquisition which would have adverse impact on the on-site parking (11 parking stalls) of existing commercial property, pedestrian crossing distance to transit stops on El Cajon Boulevard and 54$^{th}$ Street and newly constructed public improvements related to Mid-City Rapid Bus (Route 215) station at the northwest corner of this intersection on El Cajon Boulevard (transit corridor) that included curb extension, bus shelter and landscaping. | Significant and Unmitigated |

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# ENVIRONMENTAL IMPACT REPORT
# FOR THE
# MID-CITY COMMUNITIES PLAN AMENDMENT –
# CHOLLAS TRIANGLE, GENERAL PLAN AMENDMENT AND REZONE
# CITY OF SAN DIEGO, CALIFORNIA

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December 2014

# TABLE OF CONTENTS

# LIST OF FIGURES

# LIST OF TABLES

## LIST OF TABLES
## (Continued)

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# LIST OF ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| ºF | degrees Fahrenheit |
| AB | Assembly Bill |
| ADA | Americans with Disabilities Act |
| ADD | Assistant Deputy Director |
| ADT | average daily traffic |
| ADT | average daily trips |
| AF | acre-feet |
| ALUCP | Airport Land Use Compatibility Plan |
| AME | Archaeological Monitoring Exhibit |
| AMSL | above mean sea level |
| APS | Alternative Planning Strategy |
| AQAP | Air Quality Attainment Plan |
| AQMP | Air Quality Management Plan |
| ARB | Air Resources Board |
| ASTM | American Society for Testing and Materials |
| BAAQMD | Bay Area Air Quality Management District |
| Basin Plan | Water Quality Control Plan for the San Diego Basin |
| BI | Building Inspector |
| BMP | best management practice |
| BSA | Biological Study Area |
| BTR | Biological Technical Report |
| CAA | Clean Air Act |
| CAAQS | California Ambient Air Quality Standards |
| Cal/OSHA | California Occupational Safety and Health Act |
| CalEEMod | California Emissions Estimator Model |
| Caltrans | California Department of Transportation |
| CAP | Climate Action Plan |
| CBC | California Building Code |
| CCR | California Code of Regulations |
| CDFW | California Department of Fish and Wildlife |
| CEC | California Energy Commission |
| CEQ | Council on Environmental Quality |
| CEQA | California Environmental Quality Act |
| CERCLA | Comprehensive Environmental Response, Compensation, and Liability Act |
| CESA | California Endangered Species Act |

| | |
|---|---|
| CEUS | California Commercial End Use Survey |
| CFGC | California Fish and Game Code |
| CFR | Code of Federal Regulations |
| $CH_4$ | methane |
| CIWMB | California Integrated Waste Management Board |
| CLOMR | Conditional Letter of Map Revision |
| CM | Construction Manager |
| CNDDB | California Natural Diversity Database |
| CNEL | Community Noise Equivalent Level |
| CNPS | California Native Plant Society |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| $CO_2e$ | $CO_2$-equivalents |
| CPIOZ | Community Plan Implementation Overlay Zone |
| CPUC | California Public Utilities Commission |
| CRA | Colorado River Aqueduct |
| CRHR | California Register of Historical Resources |
| CSVR | Consultant Site Visit Record |
| CWA | Clean Water Act |
| CWC | California Water Code |
| cy | cubic yard(s) |
| dB | decibel(s) |
| dBA | A-weighted decibel(s) |
| DEH | County of San Diego Department of Environmental Health |
| diesel PM | diesel exhaust particulate matter |
| DOE | U.S. Department of Energy |
| DSD | Development Services Department |
| DTSC | Department of Toxic Substances Control |
| DWR | Department of Water Resources |
| EAS | Environmental Analysis Section |
| EIR | environmental impact report |
| EMFAC | Emission Factors |
| EMS | emergency medical services |
| EMT | emergency medical technicians |
| ESL | Environmentally Sensitive Land |
| FAA | Federal Aviation Administration |
| FAR | floor-area ratio |
| FEMA | Federal Emergency Management Agency |
| FESA | Federal Endangered Species Act |

| | |
|---|---|
| FHWA | Federal Highway Administration |
| FIRM | Federal Insurance Rate Map |
| FTA | Federal Transit Administration |
| FY | fiscal year |
| GHG | greenhouse gas |
| GPA | General Plan Amendment |
| gpd | gallons per day |
| GWP | global warming potential |
| HA | Hydrologic Area |
| HAP | hazardous air pollutant |
| HCM | Highway Capacity Manual |
| HCP | Habitat Conservation Plan |
| HEC-HMS | Hydrologic Engineering Center-Hydrologic Modeling System |
| HFC | hydrofluorocarbon |
| HMP | Hydromodification Management Plan |
| HRG | Historical Resources Guidelines |
| HSPF | Hydrologic Simulation Program-Fortran |
| HU | Hydrologic Unit |
| HVAC | heating, ventilation, and air conditioning |
| I-15 | Interstate 15 |
| I-8 | Interstate 8 |
| I-805 | Interstate 805 |
| IRP | Integrated Resources Plan |
| ITP | incidental take permit |
| JURMP | Jurisdictional Urban Runoff Management Plan |
| LCFS | low-carbon fuel standard |
| LDC | Land Development Code |
| LEED | Leadership in Energy and Environmental Design |
| $L_{eq}$ | noise equivalent level |
| LID | low-impact development |
| $L_{max}$ | maximum noise level |
| LOS | Level of Service |
| LUP | Linear Utility Project |
| MBTA | Migratory Bird Treaty Act |
| MEP | maximum extent practicable |
| MHPA | Multiple Habitat Planning Area |
| MLD | Most Likely Descendent |
| MMC | Mitigation Monitoring Coordination |
| MMRP | Mitigation Monitoring and Reporting Program |

| | |
|---|---|
| MMT | million metric tons |
| mph | miles per hour |
| MPO | Metropolitan Planning Organization |
| MRZ | Mineral Resource Zone |
| MSCP | Multiple Species Conservation Program |
| MSL | mean sea level |
| MT | metric ton(s) |
| MTS | Metropolitan Transit System |
| MW | megawatt(s) |
| MWD | Metropolitan Water District |
| MWh | megawatt-hour(s) |
| $N_2O$ | nitrous oxide |
| NAAQS | National Ambient Air Quality Standards |
| NAHC | Native American Heritage Commission |
| NCCP | Natural Communities Conservation Planning |
| NCFUA | North City Future Urbanizing Area |
| NECPA | National Energy Conservation Policy Act |
| NEPA | National Environmental Policy Act |
| NFIP | National Flood Insurance Program |
| $NO_2$ | nitrogen dioxide |
| NOP | Notice of Preparation |
| $NO_x$ | oxides of nitrogen |
| NPDES | National Pollutant Discharge Elimination System |
| NPPA | Native Plant Protection Act |
| NRCS | Natural Resources Conservation Service |
| NRHP | National Register of Historic Places |
| NTU | Nephelometric turbidity unit |
| OHWM | ordinary high water mark |
| OSHA | Occupational Safety and Health Act |
| PCW | Project Clean Water |
| PDO | Planned District Ordinance |
| PEIR | Preliminary Environmental Impact Report |
| PFC | perfluorocarbon |
| PFFP | Public Facilities Financing Plan |
| PI | Principal Investigator |
| PM | particulate matter |
| pm | parts per million |
| $PM_{10}$ | respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less |

| | |
|---|---|
| $PM_{2.5}$ | respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less |
| Porter-Cologne | Porter-Cologne Water Quality Control Act |
| pph | people per household |
| PRC | Public Resources Code |
| QSD | Qualified SWPPP Developer |
| QSP | Qualified SWPPP Practitioner |
| RAQS | Regional Air Quality Strategy |
| RCP | Regional Comprehensive Plan |
| RCRA | Resource Conservation and Recovery Act |
| RE | Resident Engineer |
| ROG | reactive organic gases |
| ROW | right-of-way |
| RPS | Renewable Portfolio Standard |
| RTP | Regional Transportation Plan |
| RWQCB | Regional Water Quality Control Board |
| SANDAG | San Diego Association of Governments |
| SAP | Subarea Plan |
| SARA | Superfund Amendments and Reauthorization Act |
| SB | Senate Bill |
| SCS | Sustainable Communities Strategy |
| SDAB | San Diego Air Basin |
| SDAPCD | San Diego Air Pollution Control District |
| SDCWA | San Diego County Water Authority |
| SDFD | San Diego Fire Department |
| SDG&E | San Diego Gas & Electric |
| SDIA | San Diego International Airport |
| SDMC | San Diego Municipal Code |
| SDNHM | San Diego Natural History Museum |
| SDPD | San Diego Police Department |
| SDUSD | San Diego Unified School District |
| $SF_6$ | sulfur hexafluoride |
| SFHA | Special Flood Hazard Area |
| SIP | State Implementation Plan |
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SMARTS | Stormwater Multi-Application and Report Tracking System |
| $SO_2$ | sulfur dioxide |
| SR-94 | State Route 94 |
| SUSMP | Standard Urban Runoff Mitigation Plan |

| | |
|---|---|
| SWMM | Storm Water Management Model |
| SWP | State Water Project |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TAC | toxic air contaminant |
| TIS | *Transportation Impact Study for the Chollas Triangle Master Plan for the City of San Diego* |
| TMDL | Total Maximum Daily Load |
| TNW | traditionally navigable water |
| TRU | transport refrigeration unit |
| USACE | U. S. Army Corps of Engineers |
| USC | U.S. Code |
| USDA | U.S. Department of Agriculture |
| USEPA | U.S. Environmental Protection Agency |
| USFWS | U.S. Fish and Wildlife Service |
| USGS | U.S. Geological Survey |
| UST | underground storage tank |
| UWMP | Urban Water Management Plan |
| V/C | Volume/Capacity |
| VMT | vehicle miles traveled |
| VOC | volatile organic compound |
| WDR | waste discharge requirement |
| WMP | Waste Management Plan |
| WQO | water quality objective |
| WSA | Water Supply Assessment |
| WSVR | Water Supply Verification Report |

# CHAPTER 1.0
# INTRODUCTION

## 1.1 PROJECT SUMMARY

The project is to amend the Mid-City Communities Plan, the City of San Diego General Plan, and rezone the Chollas Triangle project site. The project site comprises an approximately 43-acre area between University Avenue to the north, Chollas Creek and Chollas Parkway to the south and east, and 54th street to the west. The proposed land use changes to the Mid-City Communities Plan—Chollas Triangle are to redesignate approximately 24.46 acres of land designated Commercial and Mixed-Use and approximately 3.56 acres of Industrial to Neighborhood Village. The project would also revise the Communities Plan Future Recommended Street Network to redesignate the 11.4-acre portion of Chollas Parkway within the project site to approximately 4.99 acres as population-based park land, 5.5 acres as open space, and 0.91 acres as Neighborhood Village. These changes would allow for the development of multi-family housing in a mixed-use setting with nearby shopping and services.

The project would reclassify Lea Street as a two lane collector, extending north to intersect with University Avenue. To ensure consistency with the Communities Plan Amendment land use designation changes, the project would also include rezoning the current Community Commercial (CC-5-3) and Industrial Light (IL-2-1) zones to CC-3-5 and Agricultural—Residential (AR-1-1). This would also ensure consistency with the land use designations recommended in the General Plan and a Community Plan Implementation Overlay Zone (CPIOZ Type B), which limits the total square footage of nonresidential development to no more than 130,000 square feet of commercial. At buildout, the project site would result in 486 dwelling units of multi-family housing and 130,000 square feet of nonresidential development that would include a mixture of retail, office, and other commercial uses. The project also includes a General Plan Amendment (Figure 3-4) to make the land use designations and zoning classifications consistent.

The amendments to the various elements of the Mid-City Communities Plan, General Plan Amendment and rezone, are further described in Chapter 2 of this environmental impact report (EIR). This EIR provides the public and the decision makers with the ability to plan for the future of the project site at Chollas Triangle.

## 1.2 ENVIRONMENTAL REVIEW PROCESS – CEQA COMPLIANCE

An EIR is an informational document used by the lead agency (in this case, the City of San Diego) when considering approval of a project. The purpose of an EIR is to provide public agencies and members of the general public with detailed information concerning the environmental effects associated with the implementation of a project. An EIR should analyze the environmental effects of a project, indicate ways to reduce or avoid potential environmental effects resulting from the project (i.e., mitigation measures), and identify alternatives to the project that are capable of avoiding or reducing impacts. The California Environmental Quality Act (CEQA) requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority. This EIR provides information to be used in the planning and decision-making process. It is not the purpose of an EIR to recommend approval or denial of a project.

Prior to approval of the project, the City, as lead agency and decision-making entity, is required to certify that the EIR has been completed in compliance with CEQA, that the information in this EIR has been considered, and that the EIR reflects the independent judgment of the City. CEQA requires decision makers to balance the benefits of a project against its unavoidable environmental consequences. If environmental impacts are identified as significant and unavoidable, the City may still approve the project if it believes that social, economic, or other benefits outweigh the unavoidable impacts. The City would then be required to state in writing the specific reasons for approving the project based on information in the EIR and other information sources in the administrative record. This reasoning is called a "statement of overriding considerations" (Public Resources Code (PRC) Section 21081 and CEQA Guidelines Section 15093).

In addition, the City as lead agency must adopt a mitigation monitoring and reporting program (MMRP) describing the measures that were made a condition of project approval in order to avoid or mitigate significant effects on the environment (PRC Section 21081.6; CEQA Guidelines Section 15097). The MMRP is adopted at the time of project approval and is designed to ensure compliance with the project description and mitigation measures of the EIR during and after project implementation. If the City decides to approve the project, it would be responsible for verifying that implementation of the MMRP for this project occurs.

The EIR would primarily be used by the City during approval of future discretionary actions and permits listed in Section 3.4 of the EIR and by the City staff during review and issuance of grading and building permit applications submitted by the applicants.

Notice of Preparation and Scoping Meeting

Consistent with the requirements of CEQA, a good faith effort has been made during the preparation of the EIR to contact all responsible and trustee agencies, organizations, persons who may have an interest in the project, and all government agencies, including the State Clearinghouse. This includes the circulation of a Notice of Preparation (NOP) on December 20, 2013, which began a 30-day comment period. A total of three comment letters were received on the NOP during this time, and were considered in preparation of the EIR. One of the letters expressed concerns regarding roadway configurations. Another letter noted that the EIR should meet all requirements and conditions of the MSCP/SAP and should discuss specific impacts to and mitigation requirements for wetlands or sensitive species not covered by those documents. Finally, another letter requested that the EIR address the future expansion of the Streamview Substation, a San Diego Gas & Electric (SDG&E) Substation located within the proposed project site. The NOP and comment letters are included in this document as Appendix A.

A scoping meeting was held on January 16, 2014, to inform the public about the project and receive comments. Various concerns were discussed at the scoping meeting, including the need for a traffic study and concerns regarding the possible vacation of Chollas Parkway, discussion of the possible park and open-space area (additional lighting, parking, pedestrian access, dog park, etc.), maintenance of views, and possible aesthetic changes.

In reviewing the project, the City determined that the project could result in potentially significant environmental impacts based on the City's Significance Determination Thresholds (as of January 2014). As lead agency, the City prepared a Scoping Letter, which was distributed with the NOP, to all responsible and trustee agencies, as well as governmental agencies. Through this process, the City identified potentially significant environmental impacts associated with the following issues:

- Air Quality and Odor
- Biological Resources
- Greenhouse Gas Emissions
- Health and Safety
- Historical Resources
- Hydrology and Water Quality
- Land Use
- Noise
- Paleontological Resources
- Population and Housing
- Public Services and Facilities
- Public Utilities
- Recreation
- Transportation/Circulation and Parking
- Visual Effects and Neighborhood Character

Public Review

The City filed a Notice of Completion with the Governor's Office of Planning and Research, State Clearinghouse, indicating that this EIR has been completed and is available for review and comment by the public December 24 through February 9, 2015. A Notice of Availability of the EIR has been published concurrently with distribution of this document. This EIR is being circulated for a 45-day public review and comment period. During this period, comments from the general public, organizations, and agencies regarding environmental issues identified in the EIR and concerning the EIR's accuracy and completeness may be submitted to the lead agency at the following address:

Development Services Department
ATTN: Anna McPherson
Senior Environmental Planner
1222 First Avenue, MS501
San Diego, CA 92101

Comments may be made on the EIR in writing before the end of the comment period. The City would prepare written responses to comments made in writing. Upon completion of the public review period, a Final EIR will be prepared and will include the comments on the EIR received during the formal public review period and responses to those comments.

## 1.3 SCOPE AND STRUCTURE OF THE EIR

This EIR addresses the proposed Mid-City Communities Plan Amendment, General Plan Amendment and Rezone environmental impacts located on the 43-acre site known as Chollas Triangle, which is located in the Mid-City Communities (in San Diego County, California. The project site is under local jurisdiction of the City. The project includes land use changes to the Mid-City Communities Plan, and a General Plan amendment and rezone to the Chollas Triangle site. Modifications of land use designations and the rezone would allow for the project site to develop as a mixed-use neighborhood village and implement the General Plan City of Villages development strategy.

Consistent with State CEQA Guidelines Section 15161, this EIR contains an analysis of the changes in the environment that could result from the planning, construction, and operation of the project described in Chapter 3.0, Project Description. The EIR contains the following chapters:

**Executive Summary.** This section summarizes the environmental consequences that would result from the project, provides a summary table that lists the project's anticipated significant environmental impacts, describes recommended mitigation measures, and indicates the level of significance of impacts after implementation of recommended mitigation measures.

**Chapter 1: Introduction.** This chapter provides an introduction and overview of the project and describes the purpose of the EIR and the CEQA process.

**Chapter 2: Environmental Setting.** This chapter describes the existing project site conditions and land uses in the project site, community plan designations, and existing zoning.

**Chapter 3: Project Description.** This chapter details the project components, including the project's purpose and objectives, project features, and intended uses of the EIR.

**Chapter 4: Environmental Impacts.** This chapter describes the existing conditions for each of the environmental topics, states the environmental issues identified for the project by the City, and evaluates the potential significant environmental impacts of the project and recommended mitigation measures to avoid or reduce the significance of potential impacts.

**Chapter 5: Significant Irreversible Environmental Changes.** This chapter identifies the changes in the local environment that would result from implementation of the project.

**Chapter 6: Growth Inducement.** As required by the CEQA Guidelines, this chapter provides an analysis of the ways in which the project could foster economic or population growth, either directly or indirectly, in the surrounding area.

**Chapter 7: Cumulative Impacts.** This chapter analyzes the potential significant project effects that, when considered with other closely related past, present, and reasonably foreseeable future projects, could compound or increase environmental impacts.

**Chapter 8: Effects Found Not to Be Significant.** This chapter analyzes potential environmental effects identified by the City that, after detailed analysis, were determined to not be significant.

**Chapter 9: Significant Environmental Effects Which Cannot Be Avoided if the Project Is Implemented.** This chapter analyzes potential environmental effects identified by the City that, after detailed analysis, were determined unavoidable if the project is implemented.

**Chapter 10: Alternatives to the Project.** This chapter considers alternatives to the project that could reduce one or more of the significant environmental impacts identified in Chapter 4. This

chapter includes the No Project Alternative and a Reduced Residential Units Project Alternative. In addition, alternatives that were considered but rejected from more detailed analysis are also identified.

**Chapter 11: Mitigation Monitoring and Reporting Program (MMRP).** CEQA requires that this chapter list all the mitigation measures required to be implemented by the project, the entity required to monitor the satisfactory completion of the MMRP, and at what point in the process the mitigation measures are to be accomplished.

**Chapter 12: References.** This chapter provides a list of the sources referenced in the EIR.

**Chapter 13: Contributors to EIR Preparation and Agencies Consulted.** This chapter identifies the persons and organizations that participated in the preparation of the EIR.

**Appendices:** The NOP and EIR technical studies that were prepared for the project are provided in the Appendices for public review.

# CHAPTER 2.0
# ENVIRONMENTAL SETTING

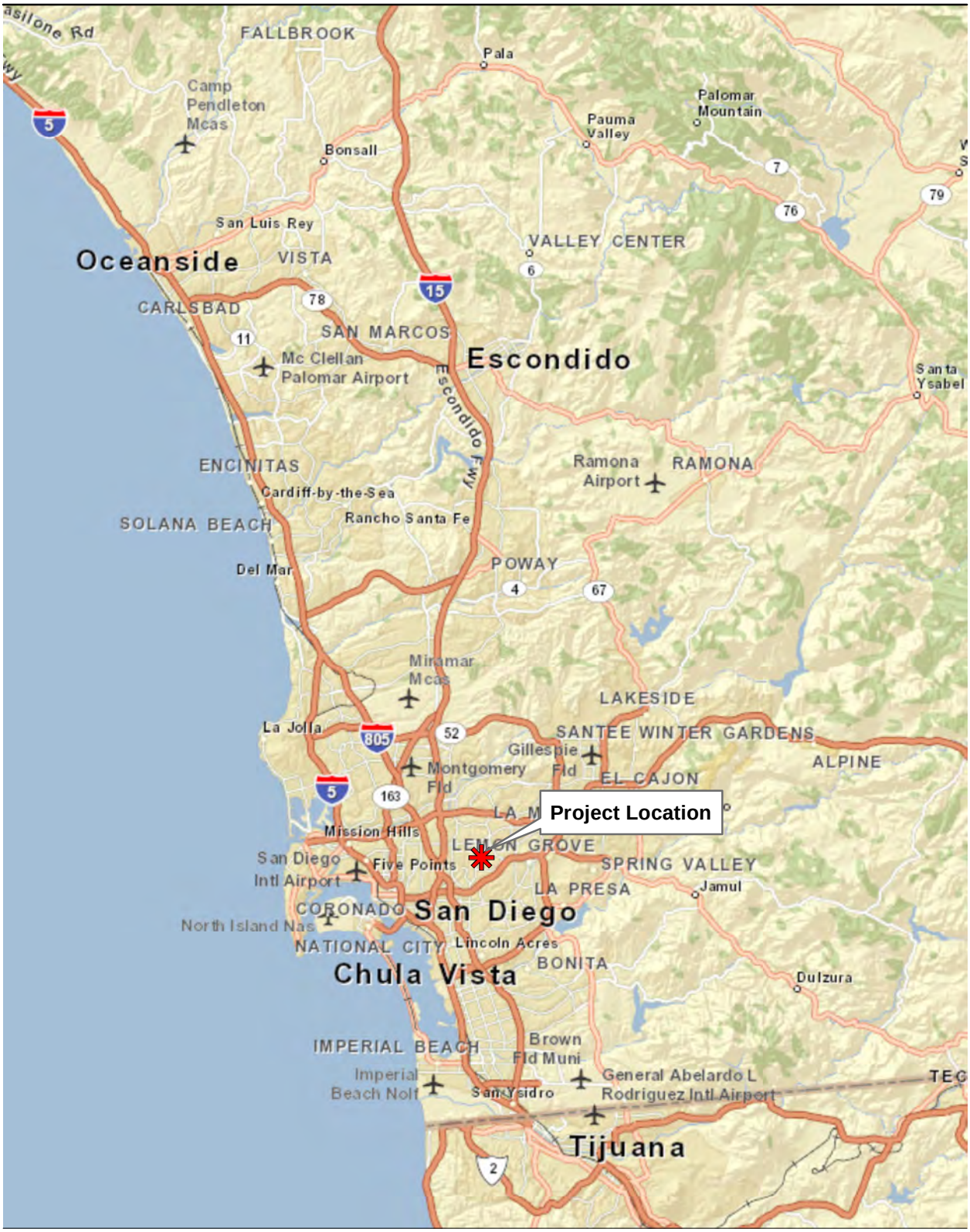
## 2.1 REGIONAL LOCATION AND ACCESS

The project site is located in the Eastern Area of the Mid-City planning area within the City of San Diego (Figure 2-1). The Mid-City Communities Plan (City of San Diego 2008a) comprises four communities: Normal Heights, Kensington-Talmadge, City Heights, and Eastern Area. The Chollas Triangle site (site) is located in the center of these communities within the Eastern Area and is adjacent to the City Heights community to the west (Figure 2-2). The project site is bound by 54th Street to the west, University Avenue to the north, and Chollas Creek and Parkway to the south and east. The project site is located in a San Diego Association of Governments (SANDAG) planned Smart Growth area.

The site is located in an older area within the City with automobile-oriented land uses that are characterized by those developed after the 1940s and 50s, and it is primarily composed of a variety of retail, commercial, industrial, office, religious assembly, single- and multi-family residential and vacant/graded land with existing roadway and infrastructure improvements. Regional access is generally provided by Interstates 805 (I-805) approximately 2.6 miles to the west and 15 (I-15) approximately 1.8 miles to west, State Route 94 (SR-94) approximately 2.2 miles to the south, and Interstate 8 (I-8) approximately 3.0 miles to the north. Local access to the site currently exists from all three road frontages: 54th Street to the west, University Avenue to the north, and Chollas Parkway to the southeast. Both University Avenue and 54th Street are served by existing high-frequency bus service.

## 2.2 EXISTING PROJECT SITE

The project site contains approximately 43 acres and is currently occupied by approximately 115,000 square feet of retail commercial businesses and 24 multi- and single-family residences. As shown in Figure 2-3, a large Kmart store currently occupies the center of the site and is the largest use on-site. An SDG&E electric substation is located south of Lea Street on the southern portion of the site, and three single-family residences are located east of 54th Street and north of Chollas Parkway. A 21-unit apartment complex and a teen challenge center are located east of 54th Street and north of Lea Street. A gas station and restaurant/ballroom are located at the southeast corner of 54th Street and University Avenue. A church, bookstore, used car facility, and a liquor store are located at the south of University Avenue and north of Chollas Parkway near the eastern portion of the site. Some undeveloped areas exist north of Chollas Parkway but




Source:

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Scale: 1:506,880; 1 inch = 8 miles

**Figure 2-1**
**Regional Map**



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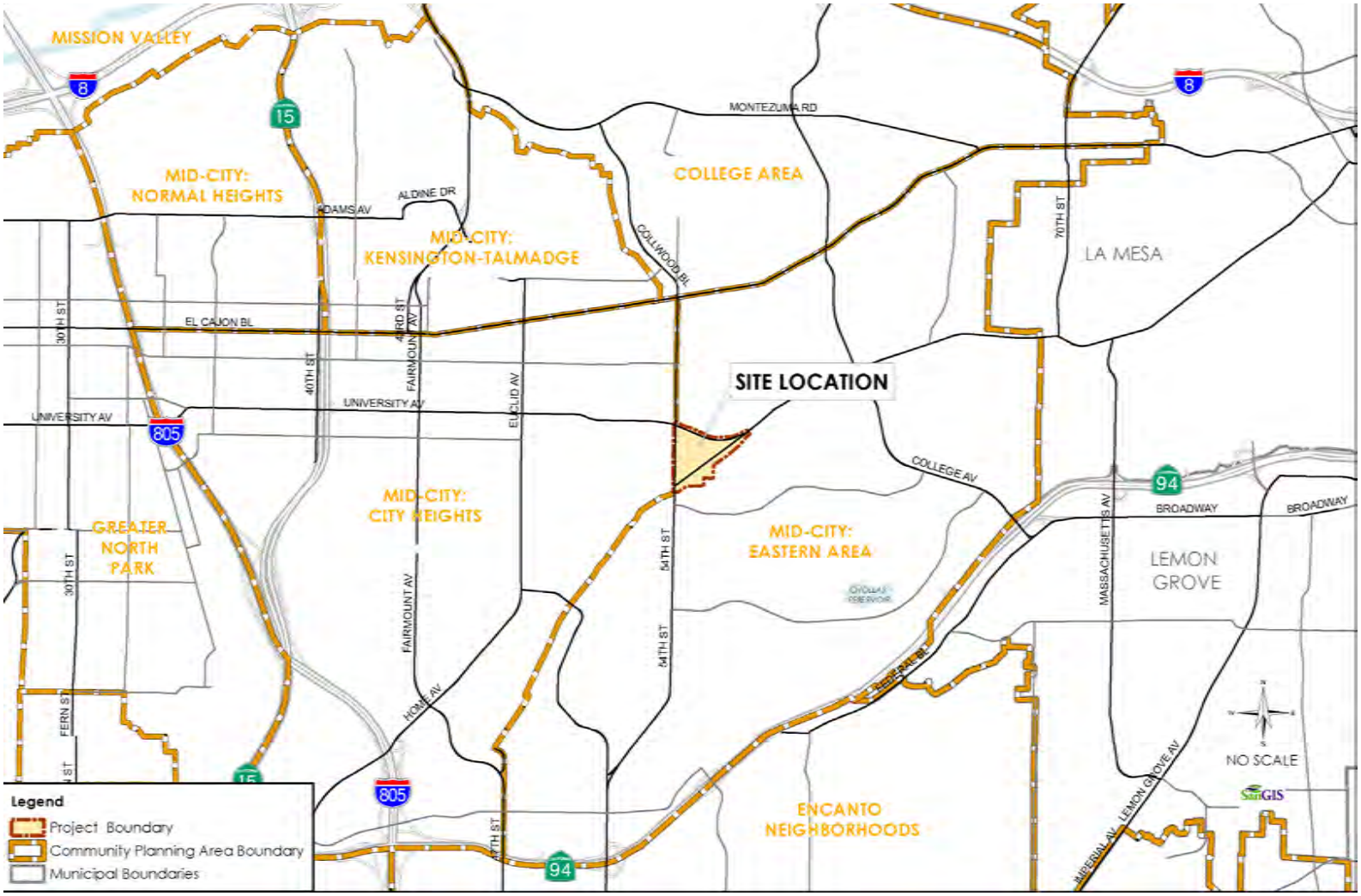


**Figure 2-2**
**Vicinity Map**

Chollas Triangle EIR

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Source: ESRI 2014; BING 2014

500 250 0 500 Feet

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**Figure 2-3**
**Project Site**



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the majority of the site consists of impervious surface that serves as parking and circulation for the various uses on-site (Civitas 2011b).

Based on the U.S. Geological Survey (USGS), 1996 National City, California, 7.5-minute quadrangle map, the elevation on site ranges from 320 feet above mean sea level (AMSL) on the northern end to approximately 280 feet AMSL along Chollas Parkway. Drainage in the vicinity of the site is toward the southeast. Chollas Creek is located along the southeastern project site boundary and runs parallel to Chollas Parkway.

The project site is improved with a concrete sidewalk along the entire length of both sides of 54th Street and on both sides of University Avenue except for a short 280-foot segment on the south side of University, just west of the Chollas Parkway intersection. In addition, no sidewalks are provided on either side of Chollas Parkway immediately adjacent to the site, although an informal walking path is visible on the south side of Chollas Parkway. This path eventually connects to a 400-foot section of sidewalk on University Avenue west of 58th Street.

In the immediate vicinity of the project site, bicycle lanes are provided on 54th Street and are discontinuous in that the lanes do not extend through all intersections (e.g., northbound through the University Avenue intersection) or do not exist (e.g., northbound between Chollas Parkway and Lea Street). Further from the site, bicycle lanes are provided on Collwood Boulevard, Montezuma Road, portions of 54th Street, and most of College Grove Avenue. Other features include curbside parking along University Avenue and the Lea Street.

The site is well served by high-frequency bus service (frequencies of at least 15 minutes throughout the service area) with a bus stop located at 54th Street and University Avenue. The project site is served by three bus routes operated by the Metropolitan Transit System (MTS): Route 7, Route 10, and Route 955. The closest stops are located in both directions on University Avenue east of 54th Street and on southbound 54th Street south of University Avenue. In addition, there is a Mid City Rapid (Rapid 215) high-speed, limited-stop bus service between San Diego State University and downtown San Diego that began service in October 2014 with a transit stop located at 54th Street and El Cajon Boulevard, north of the project site.

## 2.3 SURROUNDING LAND USES

The project site is surrounded predominately by residential land uses. Single-family residences are located to the south and west of the Mid-City Communities Plan area, with multi-family land uses located adjacent to the northwest portion of the site. Northwest of the Mid-City Communities Plan area is a mixture of commercial, institutional, and public recreation uses. To the north of the site is a mixture of multi-family housing developments, existing auto-oriented

commercial services, and the Promise Hospital, a long-term care hospital facility. Also located north of the site is Mann Middle School and Crawford High School. To the northeast, east, and southeast of the site is a mixture of multi-family residential complexes.

With the exception of land immediately adjacent to University Avenue, many adjacent uses are located on bluffs overlooking Chollas Triangle and physically disconnected from the site. The area surrounding the site has experienced an increase in redevelopment activity during the last several years.

## 2.4 PLANNING CONTEXT

### 2.4.1 City of San Diego General Plan, Community Plan, and Zoning

The City of San Diego General Plan (City of San Diego 2008b) shows the project site to be within an area of "medium to medium high propensity" value for development as an urban village site per the Village Propensity Map of the General Plan (Figure 2.4-1), which "illustrates existing areas that already exhibit village characteristics and areas that may have a propensity to develop as village areas." The existing land use designations, zoning, and permitted densities are shown below:

| Community Plan | Zone |
|---|---|
| Commercial/Mixed Use<br>29 du*/ac | Commercial-Community;<br>CC-5-3 |
| Industrial | Industrial Light; IL-2-1 |

du/ac=dwelling units per acre
*Density is based on lot size of less than 30,000 square feet

Mid-City Communities Planned District Ordinance

The City Council adopted Planned Districts in areas the local community desired land development controls that were not available using City-wide zoning regulation. The Mid-City Communities Planned District Ordinance (PDO) was adopted to assist in implementing the goals and objectives of the adopted community plans and (at that time) the Progress Guide, and General Plan. The PDO provides the regulations for all multi-family development and most commercial development in Mid-City. These regulations were first put in place in 1986, when it was determined that citywide zoning regulations were inadequate to address a number of development issues facing the community. Principal among these were to improve the design of multiple dwelling unit projects, upgrade parking and landscaping requirements, and maintain the pedestrian orientation of commercial nodes. Variations of these standards have since been

applied to surrounding communities and incorporated into the 1997 update of the City's zoning code, the Land Development Code.

The existing Mid-City Communities Plan land use designation for the northern portion of the site is Commercial Mixed Use. This land use allows for a residential density of 29 dwelling units per acre. The Commercial Mixed Use land designation is intended to be implemented by the CC-5-3 zone. If a project is mixed use, the potential maximum density may be increased to 43 dwelling units per acre. The southern portion of the site is designated as Industrial. It intended to provide base sector employment opportunities and is implemented by the IL-2-1 zone (Figure 2-4).

The proposed land use changes to the Mid-City Communities Plan—Chollas Triangle would redesignate the existing Commercial and Mixed-Use and Industrial land uses to Neighborhood Village, Park and Open Space (Figure 2-5).

Additional information related to existing plans and zoning and project consistency with applicable plans and development regulations is provided in Section 3.0 of the EIR.

Chollas Creek Enhancement Program

The Chollas Creek Enhancement Program (City of San Diego 2002a) provides a community vision, existing City policy context, design/development guidelines, and an implementation strategy for improving the Chollas Creek drainage system as a community amenity. This document also summarizes all recommendations regarding Chollas Creek that were identified in the existing Mid-City Communities Plan. This plan will be referred to as a guide for recommended improvements along Chollas Creek adjacent to the Chollas Triangle site.

SANDAG Regional Transportation Plan and Sustainable Communities Strategy

SANDAG's 2050 RTP, adopted October 28, 2011, serves as the regional transportation planning tool for San Diego County. It is a long-range advisory vision plan for transit, rail, and bus services; express or managed lanes; highways; local streets; bicycling; and walking. The RTP focuses on a Sustainable Communities Strategy (SCS) consistent with SB 375, ensuring social equality in developing the transportation system, projections on reasonably available financial resources, and offering more travel choices. The SCS details how the region would reduce greenhouse gas emissions to state-mandated levels over time. The vision presented in the RTP would be to develop a compact urban core where more people reside and use fewer resources. This vision reflects a transportation system that supports a robust economy and a healthy and

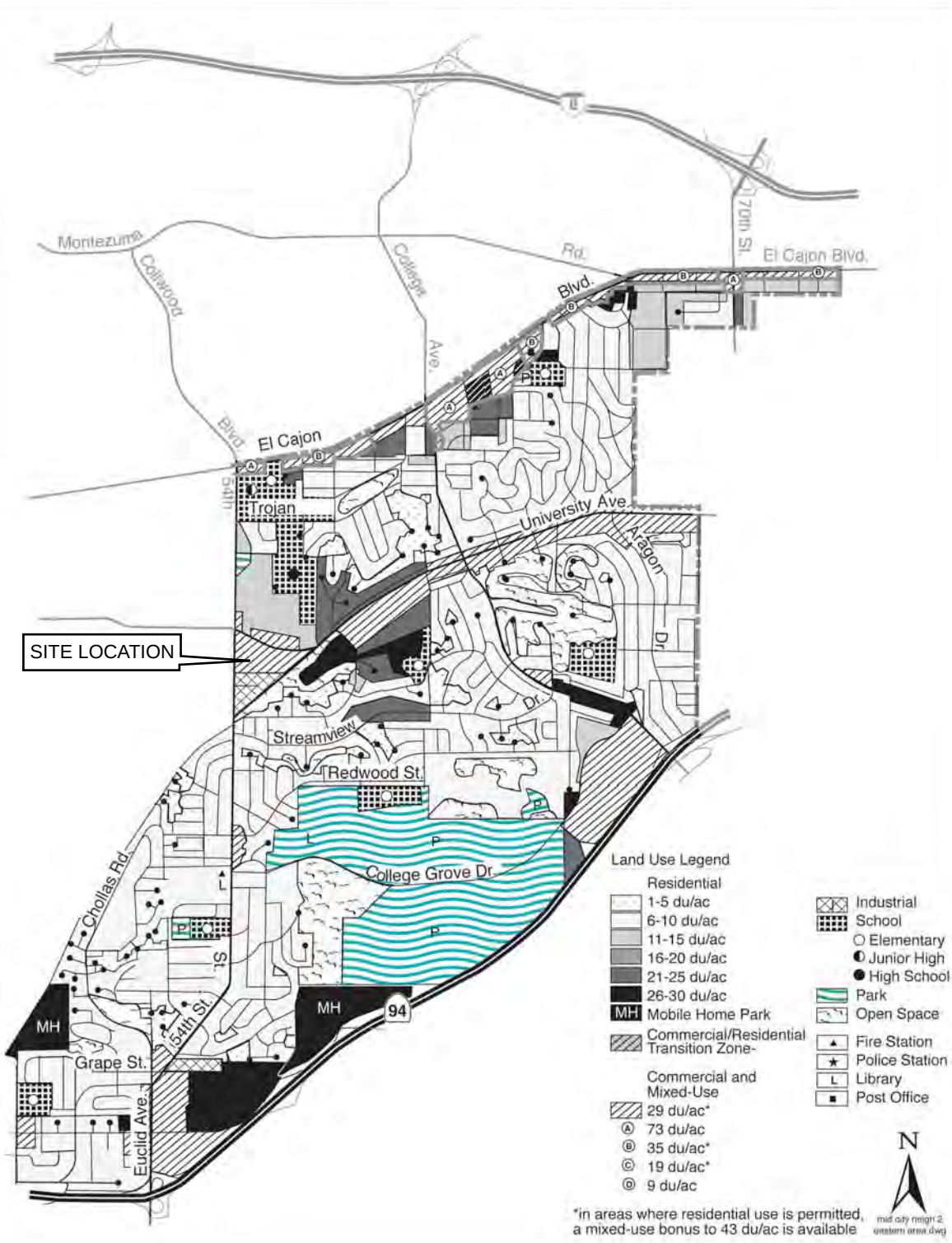


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**Figure 2-4**
**Chollas Triangle Existing Land Use Designations**

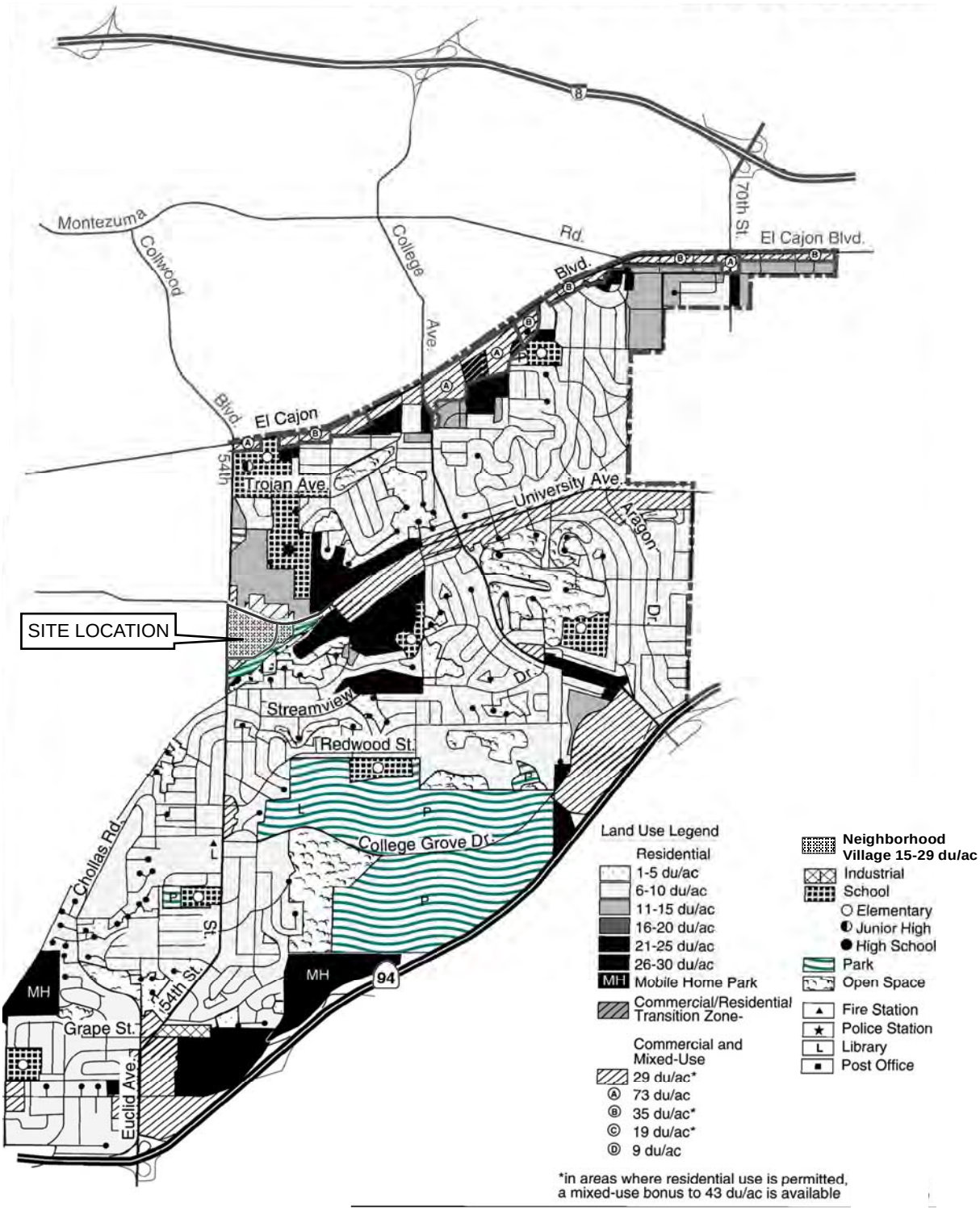


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**Figure 2-5**
**Chollas Triangle Proposed Land Use Designations**

safe environment with climate change protection while providing a higher quality of life for San Diego County residents. This includes better activity centers with homes and jobs enabling more people to use transit and walk and bike, efficiently transporting goods and providing effective transportation options for all people.

The proposed Chollas Triangle Master Plan (Civitas 2011a) was prepared with funding awarded by a SANDAG Smart Growth Incentive Program grant to help implement the goals of the RTP and SCS. The project is consistent with the intent of the RTP/SCS in that it facilitates the development of a commercial and housing center, which would maximize density and transit opportunities. The RTP/SCS goals are twofold: first, maximize transit ridership in the greater urbanized area of the region; and second, test the role of the transit network to reduce vehicle miles traveled and greenhouse gas emissions. The proposed land use designations would allow for a concentrated mix of multi-family residential, retail, and office uses along a transportation corridor that would help to maximize use of transit and to reduce long commutes.

San Diego Regional Enterprise Zone

The site is located within an existing San Diego Regional Enterprise Zone. An Enterprise Zone is a geographically designated area in which businesses can receive substantial state tax breaks and other benefits. Enterprise Zones were crated in California to stimulate business investments and to increase job opportunities in areas of high unemployment. San Diego is home to one of 42 Enterprise Zones statewide. The site is located within an existing San Diego Regional Enterprise Zone (the One Zone), established in 2006 (City of San Diego 2012e). The One Zone is a regional economic development program that incorporates portions of the City of San Diego, and significant portions of the cities of Chula Vista and National City.

Transit Area and Residential Tandem Parking Overlay Zones

The project site is also located within the Transit Area Overlay Zone and the Residential Tandem Parking Overlay Zones. The Transit Area Overlay Zone (contained in San Diego Municipal Code [SDMC] Chapter 13, Article 2, Division 10) reduces off-street parking requirements in areas that receive a high level of transit service. Properties within the Transit Area Overlay Zone are subject to supplemental parking regulations contained in Chapter 14, Article 2, Division 5 of the SDMC. The Residential Tandem Parking Overlay Zone (Chapter 13, Article 2, Division 9 of the SDMC) allows tandem parking spaces to be counted as two parking spaces provided at least one of the two spaces is in a completely enclosed structure and both spaces are assigned to the same dwelling unit.

# CHAPTER 3.0
# PROJECT DESCRIPTION

## 3.1 PROJECT PURPOSE AND OBJECTIVES

### 3.1.1 Project Purpose

The project includes a General Plan amendment and Mid-City Communities Plan amendment to redesignate land uses and a rezone to implement the new designation within the Chollas Triangle project site. This would allow for the project site to develop as a mixed-use neighborhood village and implement the General Plan City of Villages strategy with up to 486 residential units and 130,000 square feet of nonresidential uses.

The amendment to the Mid-City Communities Plan is to provide new community plan land use designations on approximately 43 acres of land within the Chollas Triangle site. The Mid-City Communities Plan Amendment would include text and figure changes to add a new section specific to the Chollas Triangle site, create a new land use designation, and amend existing designations on the Eastern Area Community Plan Map. The Mid-City Communities Plan Amendment also includes the realignment and reclassification of Lea Street as a two-lane collector, and the removal of Chollas Parkway from the Future Recommended Street Network to allow for future vacation of the right-of-way (ROW) (Figure 3-1). The proposal would result in additional population-based park land and an enhanced open space network. The project also includes a General Plan Amendment (Figure 3-4) to identify the revised roadway network and redesignate land within the project site for multiple use and park, open space, and recreation. Additionally, a rezone of the project site is proposed to make the land use designations and zoning classifications consistent.

Tables 3-1 Zoning Summary and 3-3 Land Use Summary contained in Section 3.2 below identify the acreages within the approximately 43-acre project site that will not have a change in land use designation or zoning. These areas are located at the southeast corner of 54th Street and Lea Street and the existing open space south of Chollas Parkway as shown in Figure 3-2. The area at the southeast corner of 54th Street and Lea Street consists of existing residential uses and an existing SDG&E electrical substation that is programmed to be expanded by SDG&E; therefore, this area would remain as industrial. The details of the proposed land use and zoning changes are described in Section 3.2.

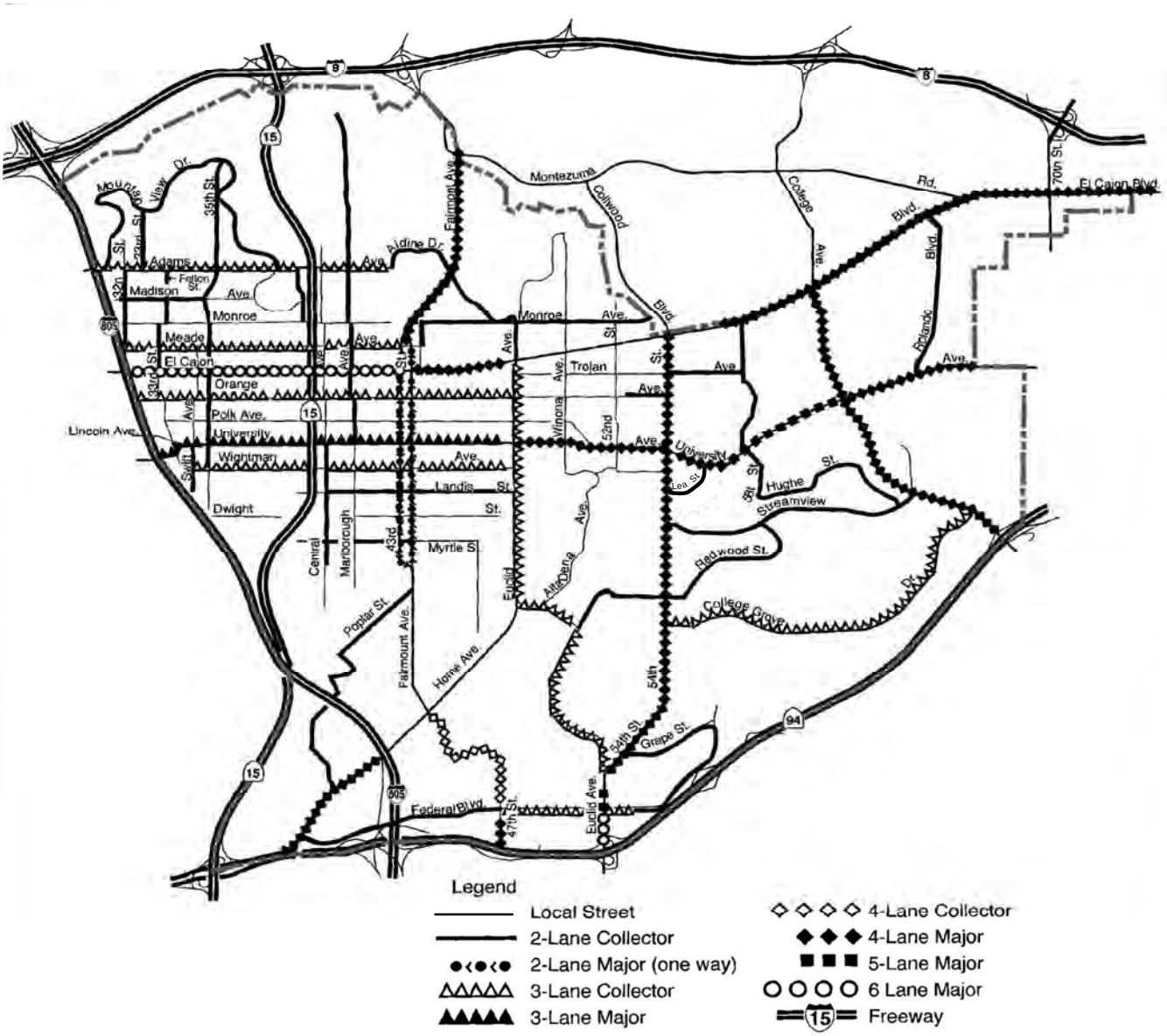


**Figure 3-1**
**Chollas Triangle Future Street Network**

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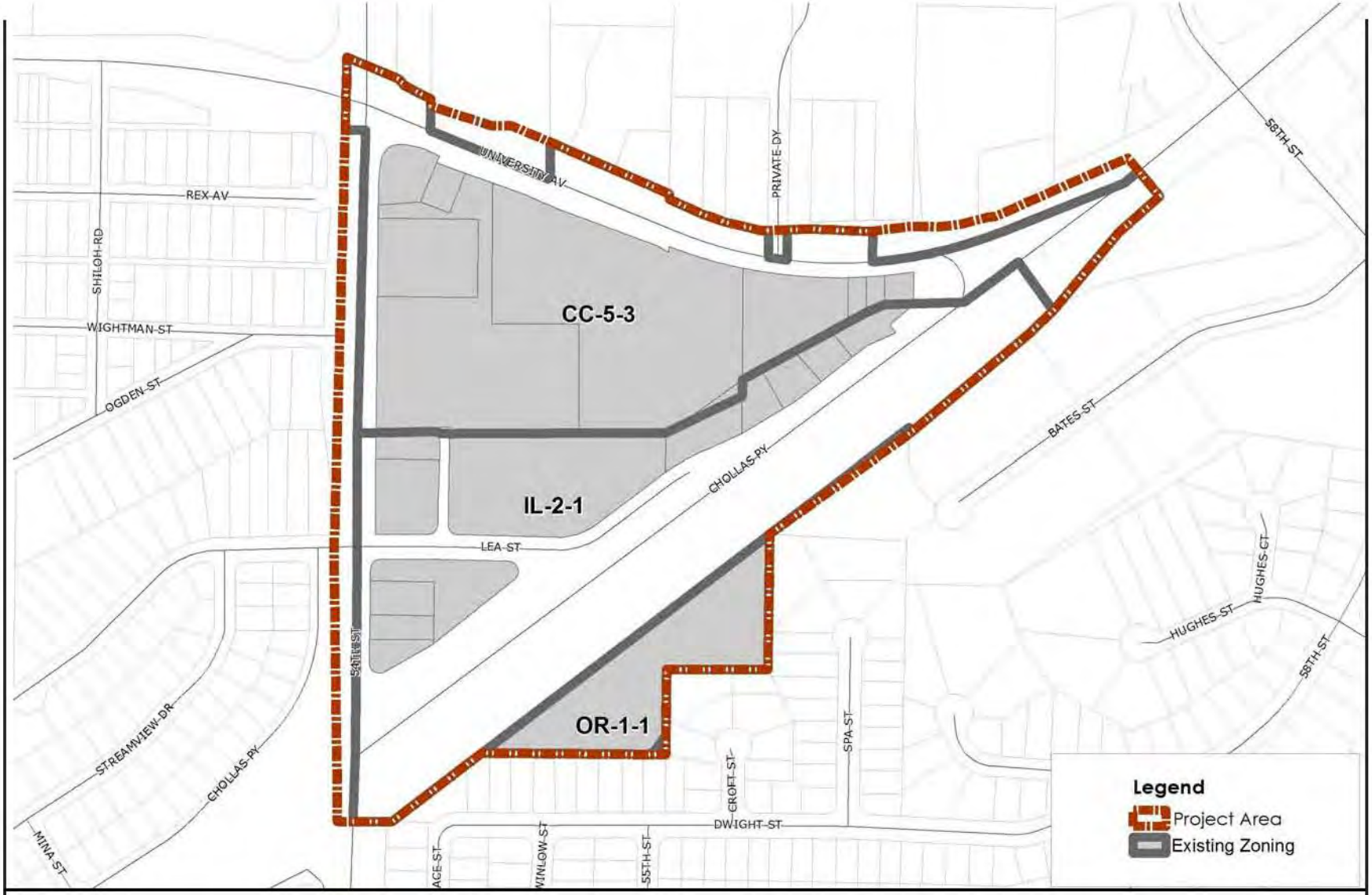


**Figure 3-2**
**Chollas Triangle Existing Zoning**

Chollas Triangle EIR

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### 3.1.2 Project Objectives

The objectives of the project are as follows:

- Amend the Mid-City Communities Plan policies to allow the site to develop as a transit-oriented, neighborhood village with adequate density to support a neighborhood village concept consistent with the General Plan.
- Create a safe and comfortable neighborhood village that enhances pedestrian connectivity within and to the site from adjacent neighborhoods.
- Provide a diverse array of attractive and affordable housing types that cater to a full range of households and living styles.
- Create a healthy and sustainable urban environment by allowing a land use mix and density that allows for residences, retail, and employment in proximity to each other.
- Create an expanded transit plaza that connects the site to the larger regional system.
- Create a safe, accessible and attractive park environment along Chollas Creek consistent with the Chollas Creek Enhancement program.
- Provide a mixture of passive and active recreation opportunities that will serve families and residents of different ages and cultures and that is consistent with the goal of enhancing the linear open space system identified in the Chollas Creek Enhancement Program.

## 3.2 PROPOSED LAND USES

Neighborhood Village

The amendment to the Mid-City Communities Plan is to redesignate approximately 24.46 acres of Commercial and Mixed Use and approximately 3.56 acres of Industrial land within the project site to a new land designation of Neighborhood Village. The Neighborhood Village land use designation is consistent with General Plan land uses and proposes a residential density range of 15 to 29 dwelling units per acre for the site. The amendment would allow and encourage development of multi-family housing in a mixed-use setting with convenience shopping, office, and services. The amendment would also revise the Future Recommended Street Network (Figure 24 of the Community Plan) to allow for the future vacation of the approximately 11.4-acre Chollas Parkway. The 11.4 acres would be designated to provide approximately 4.99 acres as population-based park land, approximately 5.5 acres as open space; and approximately 0.91 acres for mixed-use development through the Neighborhood Village land use designation.

Mid-City Communities Plan Element Amendments for Chollas Triangle

The Mid-City Communities Plan Amendment would also amend the Neighborhoods Element to incorporate revised community plan policies that guide the implementation of a multi-modal neighborhood village with an integrated mixture of residential, commercial, retail, and civic uses on the site. The proposed Chollas Triangle section would provide policies to address land use, mobility, urban design, and open space that incorporate the goals and principles of the Chollas Triangle Master Plan, a planning study funded through the SANDAG Smart Growth Incentive Program. Additionally, each element of the community plan would be amended to incorporate revised figures depicting the revised street network, revised park and open space figures and updated recommendations to implement the goals and objectives of the project. A copy of the amended sections and figures of the Communities Plan is included in Appendix B.

The Chollas Triangle section of the Neighborhoods Element would be added to the Community Plan to include goals and recommendations that would allow for an increased park and open space system adjacent to Chollas Creek.

The open space acreage would provide the additional land for the expansion and restoration of the riparian habitat within the creek. The Open Space subsection of the Element would also be added to reflect the goals and policies of the Chollas Creek Enhancement Program to ensure the biological resources of the creek are protected and enhanced while allowing the area adjacent to the creek to be developed as a primary recreational and open space amenity within the community. Additionally, this Element amendment would provide recommendations that address and identify uses that would be prohibited and allowed adjacent to, and within, the open space network to ensure biological resources are protected.

The project amends the Plan to designate the park land that would be developed as active and passive park spaces to ensure recreational opportunities are provided that meet the needs of all residents, and that are also compatible with the biological resources within Chollas Creek consistent with the Chollas Creek Enhancement Program. Active park uses are recommended to be located along the northern section of the existing ROW. Specific uses envisioned to be located within the active park area may include but are not limited to picnic areas, multi-purpose turf areas, walkways, and landscaping, including a trail adjacent to Chollas Parkway that further connects the open space system. Uses envisioned for the park would be consistent with the General Plan Parks Guidelines for Neighborhood Parks.

The project establishes an open space buffer that would extend 50 feet from the edge of the natural stream line of Chollas Creek. The 50-foot wetland buffer line would represent the boundary between the proposed Chollas Creek open space and the park space to be developed

within the redesignated roadway. An overall long-term beneficial impact to sensitive communities along Chollas Creek would result from providing this wetland buffer and from developing a park space transition between the open space to the south and urban development to the north.

The Urban Design Element would be amended to add and modify existing recommendations to foster development of a mixed-use neighborhood village center that could include office, retail, residential, and civic spaces, consistent with the Chollas Triangle Master Plan. The amendment also provides recommendations that guide the bulk and scale of development within the project site. Recommendations addressing building heights and setbacks along University Avenue would be revised to promote a medium-density, village development. The plan promotes transitions in building heights, with commercial/mixed-use buildings of 1-3 stories fronting University Avenue and taller residential buildings of 4-5 stories (not to exceed 65 feet) within the interior of the project site. The building height transition would utilize existing grades sloping to the south and east, to minimize the visual effects of building heights on surrounding neighborhoods and avoid the formation of a potential 'building canyon' on University Avenue. Additionally, the Urban Design Element recommends strategies, such as tuck under parking, underground parking, or parking structures, to minimize the visual impact of parking lots on surrounding uses.

The Land Use Element would be amended to add the Neighborhood Village land use designation to the Mid-City Communities Plan Land Use Map. The new Neighborhood Village land use designation would allow a density range of 15 to 29 dwelling units per acre to allow the density needed to support a pedestrian-oriented, village concept. The Neighborhood Village designation allows for convenience shopping and civic uses that serve an approximate three-mile radius. The Plan identifies more intensive commercial and mixed-use development pattern for the street frontage along University Avenue, with uses transitioning to less intense residential development and finally Chollas Creek Park to the south. The designation would also allow for a large format commercial building that is intended to accommodate a neighborhood grocery store. As noted above and identified in Table 3-3 Land Use Summary, the remainder of the Chollas Parkway ROW within the project site would be redesignated as population-based park land (approximately 4.99 acres) and as open space (approximately 5.5 acres).

The Economic Development Element would be amended to redesignate approximately 3.56 acres of Industrial land use to Neighborhood Village leaving 1.40 acres of Industrial land (the existing SDG&E substation) at the southernmost portion of the site adjacent to Chollas Creek. The amended policies would also discuss the location and types of economic activities to be

encouraged and allowed on-site. The plan identifies office and commercial uses at the intersection of University Avenue and 54th Street, with neighborhood retail uses situated along the remainder University Avenue within the project site.

The Transportation Element would be amended to reflect a revised street and bicycle network as well as improvements to the pedestrian network. Amendments to this Element include a recommendation for the future vacation of Chollas Parkway and to develop the ROW into a neighborhood park and open space system consistent with General Plan population-based park standards, the City's Multiple Species Conservation Program Land Use Adjacency Guidelines, and the Chollas Creek Enhancement Program. The amendment also includes reclassifying Lea Street as a two-lane collector and extending it north through the site to establish a signalized intersection at University Avenue and Promise Drive (Figure 3-1 Chollas Triangle Future Street Network).

In addition to amending the Mid-City Communities Plan, a Community Plan Implementation Overlay Zone (CPIOZ) "Type B" would be approved as part of the project to provide supplemental design guidelines and development regulations tailored to the site. The intent of the regulations is to ensure that future development proposals are reviewed for consistency with the use, design, and development criteria that have been adopted for the site as part of the community plan amendment process. The CPIOZ "Type B" requires a discretionary permit (Site Development Permit, Process Three) and allows for a maximum of 486 multi-family dwelling units and 130,000 square feet of non-residential development within Chollas Triangle. The copy of the CPIOZ for Chollas Triangle is included in Appendix B, Mid-City Communities Plan – Chollas Triangle Amendment and CPIOZ.

Rezone

As identified in Table 3-1 Zoning Summary below, the project includes a rezone of approximately 12 acres of current CC-5-3 to CC-3-5. Approximately 17.42 acres of the current IL-2-1 would be rezoned to 4.91 acres of CC-3-5, 10.49 acres to AR-1-1 to allow for population-based park and open space land, and .62 acres to ROW (Figures 3-2 and 3-3).

With the proposed amendments and rezone, the project could result in the development of up to 486 multi-family dwelling units and 130,000 square feet of non-residential development. Future non-residential development could include a mixture and reconfiguration of retail, office, and other commercial uses. Table 3-2 provides a summary of the existing land uses on-site and the net increase of uses with the project.

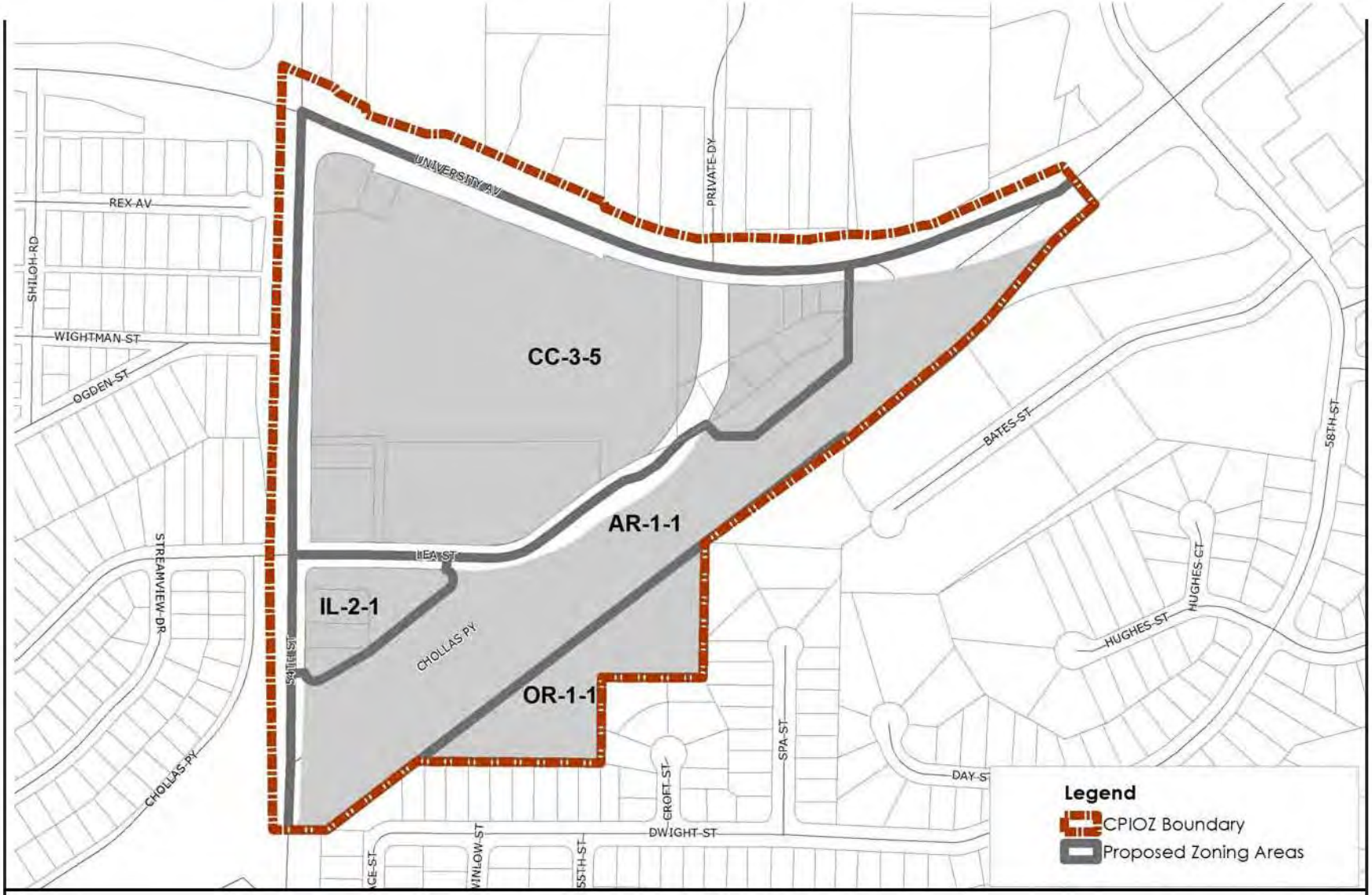


**Figure 3-3**
**Chollas Triangle Proposed Zoning**

Chollas Triangle EIR

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**Table 3-1**
**Zoning Summary**

| Category | Zone | Acres (Existing) | Acres (Proposed) |
|---|---|---|---|
| Community Commercial | CC-5-3 | 12.00 | - |
| Community Commercial | CC-3-5 | - | 16.91 |
| Industrial | IL-2-1 | 17.42 | 1.40 |
| Open Space | OR-1-1 | 3.00 | 3.00 |
| Agricultural-Residential | AR-1-1 | - | 10.49 |
| Right-of-Way | - | 10.43 | 11.05 |
| Total Area | Total Area | 42.85 | 42.85 |

**Table 3-2**
**Summary of Existing and Proposed Uses**

| Existing Land Uses | Proposed Land Uses | Net Change |
|---|---|---|
| +115,000 SF of commercial, retail, restaurant, and industrial | No more than 130,000 SF of non-residential uses | +15,000 SF |
| 3 Single-Family Residences<br>+21 Multi-Family Units | No more than 486 residential units (multi- and single-family) | +462 |

General Plan Amendment

A General Plan Amendment is necessary to change the existing land use designation of approximately 3.56 acres of industrial employment land (at the southern portion of the site) to Multiple Use to allow implementation of a mixed-use neighborhood village development and change approximately 16.91 acres from Commercial to Multiple Use (Figure 3-4). In addition, the General Plan amendment would redesignate the approximately 11.4-acre Chollas Parkway ROW to approximately 4.99 acres of park (Figure 3-5), approximately 5.5 acres of open space and approximately .91 acres as Neighborhood Village, which is consistent with the General Plan land use designation as identified in Table LU-4 of the General Plan. Table 3-3 Land Use Summary provides a summary of the existing and proposed General Plan land use amendments.

**Table 3-3**
**Land Use Summary**

| Category | Acres (Existing) | Acres (Proposed) |
|---|---|---|
| Neighborhood Village | - | 16.91 |
| Commercial Mixed Use | 24.46 | - |
| Industrial | 4.96 | 1.40 |
| Open Space | 3.00 | 8.5 |
| Park | - | 4.99 |
| Right-of-Way | 10.43 | 11.05 |
| Total Area | 42.85 | 42.85 |

## 3.3 DISCRETIONARY ACTIONS

The project would require City of San Diego (City) approval of the following discretionary actions.

- An amendment to the Mid-City Communities Plan for the approximately 43-acre Chollas Triangle site as described above in Section 3.2.
- An amendment to the General Plan for the Chollas Triangle site as described above in Section 3.2.
- A rezone of the majority of the Chollas Triangle project site as described above in Section 3.2 and as identified in Table 3-1.
- Adoption of a CPIOZ "Type B" to provide supplemental design guidelines and development regulations tailored specifically for the Chollas Triangle project site.
- Approval and certification of a Final EIR.

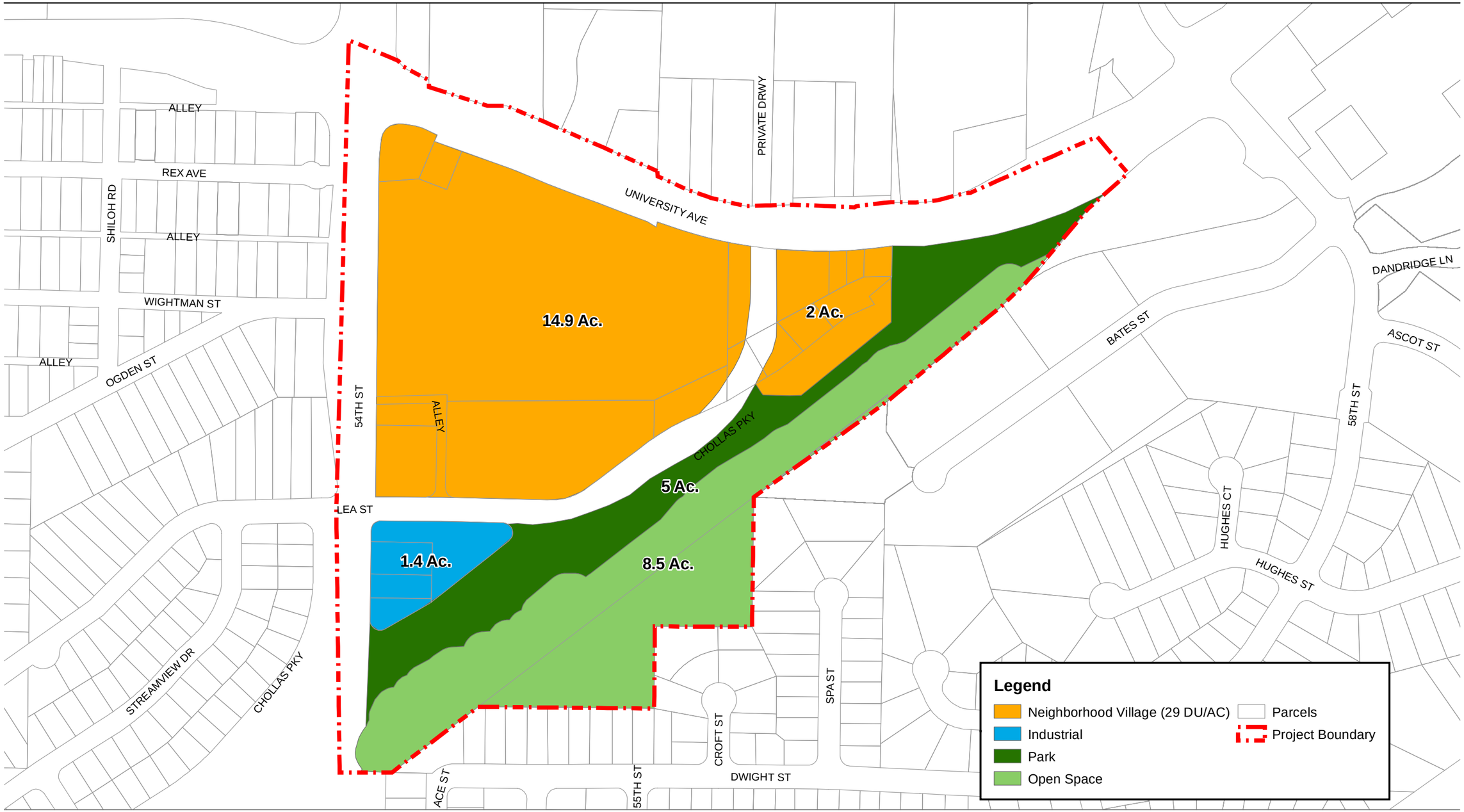
## 3.4 FUTURE DISCRETIONARY ACTIONS

Future projects and discretionary actions that may occur and be reviewed for consistency with the EIR could include but are not limited to infrastructure improvements, a street vacation, development permits, and demolition, grading, and building permits.

Section 15152 of the CEQA Guidelines encourages agencies to tier environmental analyses for separate but related projects. The Guidelines indicate that tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy or program to an EIR or negative declaration for another plan, policy or program of lesser scope, or to a site specific EIR or negative declaration. Future discretionary actions occurring on this project site will be examined in light of this EIR to determine whether an additional environmental analysis must be conducted and documentation prepared. If a subsequent project or later activity would have effects that were not examined in this EIR, or were not examined at an appropriate level of detail to be used for the later activity, an initial study would need to be prepared, leading to a negative declaration, MND, or an EIR.

Any lead agency for a later project pursuant to, and consistent with, this project and this EIR should limit the EIR, MND, or negative declaration on the later projects to effects which:

1. Where not examined as significant effects on the environment in this EIR; or




Source: SANGIS 2014

200 100 0 200 Feet

Scale: 1:2,400; 1 inch = 200 feet

**Figure 3 -4**

**Chollas Triangle Proposed Land Use**



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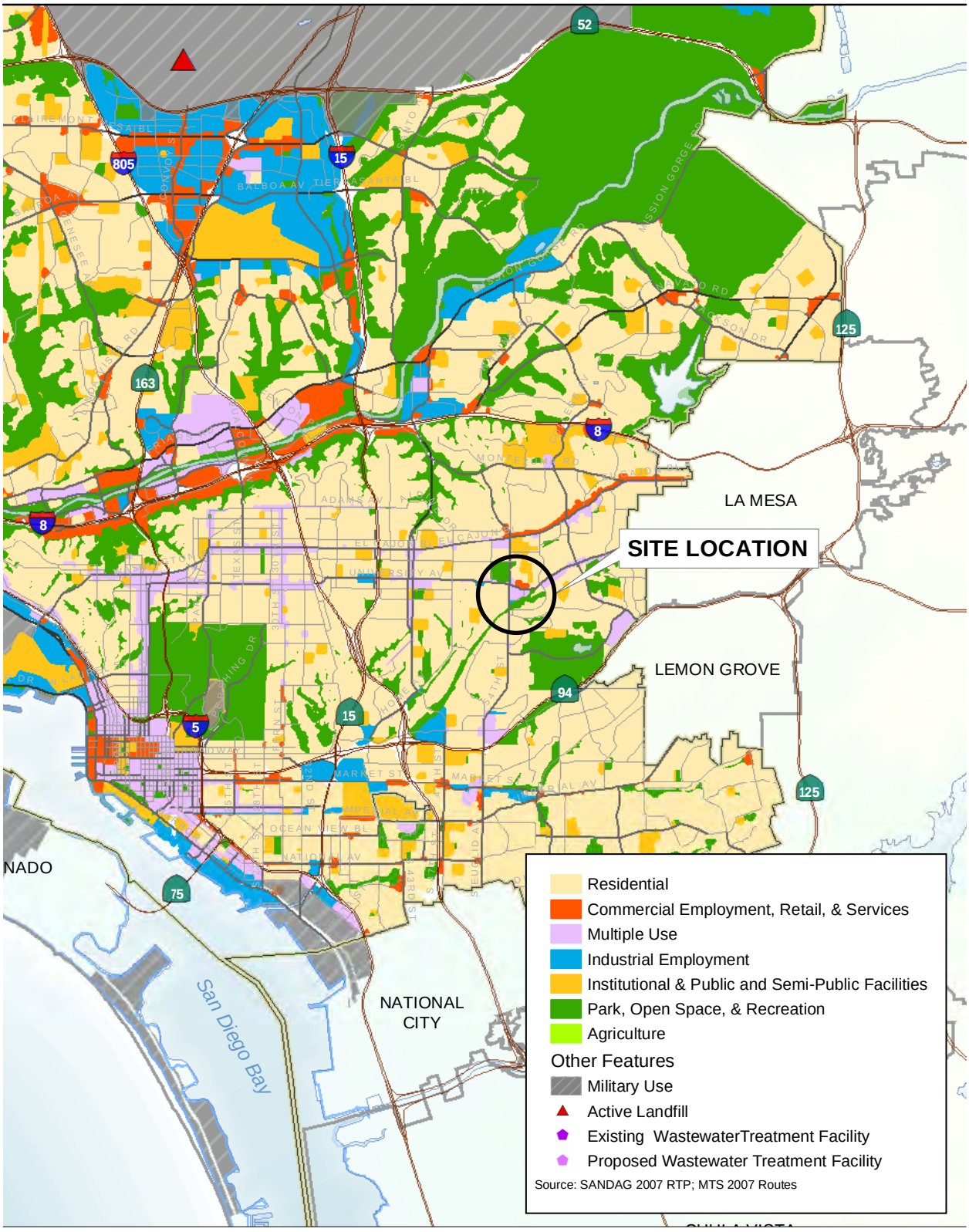



**Figure 3-5**
**Land Use and Street System (LU-2)**

2. Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by imposition of conditions, or other means.

If the City finds that pursuant to Section 15152 of the CEQA Guidelines, no new effects could occur or new mitigation measures would be required on a subsequent project, the City can approve the activity as being within the scope of the project covered by this EIR, and no new environmental documentation would be required.

## 3.5 HISTORY OF PROJECT CHANGES

The SANDAG Smart Growth Incentive Program funded the preparation of a Master Plan for the Chollas Triangle site. Through the planning process, city staff and the planning consultant prepared multiple site plans with varying circulation networks, densities and block patterns for a multi-day charrette with stakeholders and community members. Common elements across the proposals included focusing commercial and retail uses along University Avenue, and generally increasing building heights as the site transitions from north to south. The four proposals evaluated during the charrette contained varying degrees of parcel consolidation. The multi-day outreach process resulted in a plan with equivalent densities and intensities to the preferred alternative, and a circulation network with local streets provided connections within and through the site.

Through City staff review, the original classification of Lea Street as a local street was determined to be inadequate to accommodate the project traffic demand associated with the project's use. Consequently, the classification and design of the road was recommended to be changed to a collector street. This necessitated changes in the alignment of the roadway to remove two sharp curves and establish a design consistent with the Street Design Manual.

Based on the results of the biological resources analysis, the project was revised to reduce the active park acreage and expand the open space acreage to avoid potential indirect impacts to sensitive biological resources. The project establishes an open space buffer that would extend 50 feet from the edge of the natural stream line of Chollas Creek. The 50-foot wetland buffer line would represent the boundary between the proposed Chollas Creek open space and the park space to be developed within the former roadway. An overall long-term beneficial impact to sensitive communities along Chollas Creek would result from providing this wetland buffer and from developing a park space transition between the open space to the south and urban development to the north.

# CHAPTER 4.0
# ENVIRONMENTAL IMPACTS

## 4.1 AIR QUALITY AND ODOR

This section describes existing air quality conditions in the project site, summarizes applicable regulations, and analyzes potential short-term construction and long-term operational air quality impacts of the project. In addition, mitigation measures are recommended, as necessary, to reduce significant air quality impacts. Appendix C includes additional information on the emission estimates for the project.

### 4.1.1 Existing Conditions

Air quality is defined by the concentration of pollutants related to human health. Concentrations of air pollutants are determined by the rate and location of pollutant emissions released by pollution sources, and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, and sunlight. Therefore, ambient air quality conditions within the local air basin are influenced by such natural factors as topography, meteorology, and climate, in addition to the amount of air pollutant emissions released by existing air pollutant sources.

**Climate, Topography, and Meteorology**

Climate, topography, and meteorology influence regional and local ambient air quality. Southern California is characterized as a semiarid climate, although it contains three distinct zones of rainfall that coincide with the coast, mountain, and desert. The project is located in the City of San Diego in the south coastal portion of San Diego County, and within the San Diego Air Basin (SDAB). The SDAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountain ranges to the east. The topography in the SDAB region varies greatly, from beaches on the west, to mountains and then desert to the east.

The climate of the SDAB is characterized by warm, dry summers and mild winters. One of the main determinants of its climatology is a semipermanent high-pressure area in the eastern Pacific Ocean. This high-pressure cell maintains clear skies for much of the year. When the Pacific High moves southward during the winter, this pattern changes, and low-pressure storms are brought into the region, causing widespread precipitation. During fall, the region often experiences dry, warm easterly winds, locally referred to as Santa Ana winds, which raise temperatures and lower

humidity, often to less than 20 percent. Rainfall in the City of La Mesa, which is the nearest climate monitoring station near the project, averages approximately 12.93 inches annually (WRCC 2014). The heaviest precipitation occurs in November through April. The mean annual air temperature is 63.7 degrees Fahrenheit (°F), and the mean maximum and mean minimum temperatures are 75.0°F and 52.3°F, respectively (WRCC 2014).

A dominant characteristic of spring and summer is night and early morning cloudiness, locally known as the marine layer. Low clouds form regularly, frequently extending inland over the coastal foothills and valleys. These clouds usually dissipate during the morning, and afternoons are generally clear.

A common atmospheric condition known as a temperature inversion affects air quality in the SDAB. During an inversion, air temperatures get warmer rather than cooler with increasing height. Inversion layers are important for local air quality, because they inhibit the dispersion of pollutants and result in a temporary degradation of air quality. The pollution potential of an area is largely dependent on a combination of winds, atmospheric stability, solar radiation, and terrain. The combination of low wind speeds and low-level inversions produces the greatest concentration of air pollutants. On days without inversions, or on days of winds averaging over 15 miles per hour, the atmospheric pollution potential is greatly reduced.

**Criteria Air Pollutants**

The U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (ARB) focus on the following air pollutants as indicators of ambient air quality: ozone, carbon monoxide (CO), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less ($PM_{10}$), fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less ($PM_{2.5}$), and lead. Because these are the most prevalent air pollutants known to be harmful to human health and extensive health-effects criteria documentation is available for these pollutants, they are commonly referred to as “criteria air pollutants.”

Ozone

Ozone is a colorless, odorless gas that primarily exists as a beneficial component of the ozone layer in the upper atmosphere (stratosphere) and as a pollutant in the lower atmosphere (troposphere). Tropospheric ozone is a principal cause of lung and eye irritation in the urban environment. It is the principal component of smog, which is formed in the troposphere through a series of reactions involving reactive organic gases (ROG) and oxides of nitrogen ($NO_X$) in the presence of sunlight. ROG and $NO_X$ emissions are both considered critical in ozone formation.

Control strategies for ozone have focused on reducing ROG and $NO_X$ emissions from vehicles, industrial processes using solvents and coatings, and consumer products. Ozone concentrations are generally greatest in the summer, when atmospheric inversions are greatest and the presence of sunlight and heat is high.

Particulate Matter (PM)

PM is a complex mixture of extremely small particles and liquid droplets. PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. Natural sources of particulates include windblown dust and ocean spray. Some particles are emitted directly into the atmosphere. Others, referred to as secondary particles, result from gases that are transformed into particles through physical and chemical processes in the atmosphere.

The size of PM is directly linked to the potential for causing health problems. USEPA is concerned about particles that are 10 micrometers in diameter or smaller because those are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects such as aggravation of respiratory and cardiovascular disease, lung disease, and decreased lung function. Individuals particularly sensitive to fine particle exposure include older adults, people with heart and lung disease, and children. USEPA groups PM into two categories, coarse PM ($PM_{10}$), and fine PM ($PM_{2.5}$), as described below.

Inhalable coarse particles ($PM_{10}$), such as those found near roadways and dusty industries, are larger than 2.5 micrometers and smaller than 10 micrometers in diameter. Sources of coarse particles include crushing or grinding operations and dust from paved or unpaved roads. Control of $PM_{10}$ is primarily achieved through the control of dust at construction and industrial sites, the cleaning of paved roads, and the wetting or paving of frequently used unpaved roads.

$PM_{10}$ includes the subgroup of finer particles ($PM_{2.5}$), such as those found in smoke and haze, with an aerodynamic diameter of 2.5 microns or smaller. These finer particles pose an increased health risk because they can deposit deep in the lungs and contain substances that are particularly harmful to human health. Sources of fine particles include all types of combustion activities such as motor vehicles, power plants, wood burning, and certain industrial processes. $PM_{2.5}$ is the major cause of reduced visibility (haze) in California.

Carbon Monoxide (CO)

CO is a colorless and odorless gas that, in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. Overall, CO emissions are decreasing because of the Federal Motor Vehicle Control Program, which has mandated increasingly lower emission levels for vehicles manufactured since 1973. CO concentrations are typically higher in the winter due to higher rates of combustion inefficiency in colder engines; therefore, California has required the use of oxygenated gasoline in the winter months to reduce CO emissions.

Relatively high concentrations of CO are typically found near crowded intersections and along heavily used roadways carrying slow-moving traffic. Even under the most severe meteorological and traffic conditions, high concentrations of CO are limited to locations within a relatively short distance (300 to 600 feet) of heavily traveled roadways. Vehicle traffic emissions can cause localized CO impacts, and severe vehicle congestion at major signalized intersections can generate elevated CO levels, called "hotspots," that can be hazardous to human receptors adjacent to the intersections.

Nitrogen Dioxide ($NO_2$)

$NO_2$ is a gas that is a product of the combustion of fossil fuels generated from vehicles and stationary sources, such as power plants and boilers. $NO_2$ can cause lung damage. As noted above, $NO_2$ is a type of $NO_X$ and is a principal contributor to ozone and smog production.

Sulfur Dioxide ($SO_2$)

$SO_2$ is a gas that is a product of the combustion of fossil fuels, with the primary source being power plants and heavy industry that utilize coal or oil as fuel. $SO_2$ is also a product of diesel engine emissions. The human health effects of $SO_2$ include lung disease and breathing problems for asthmatics. $SO_2$ in the atmosphere contributes to the formation of acid rain. In the SDAB, there is relatively little combustion of coal and oil; therefore, $SO_2$ is less of a concern than in other parts of the country.

Lead

Lead is a highly toxic metal that may cause a range of human health effects. Lead anti-knock additives in gasoline represent a major source of lead emissions to the atmosphere. However, lead emissions have significantly decreased due to the near elimination of leaded gasoline use. Lead-based paint, banned or limited by USEPA in the 1980s, is a health hazard when it deteriorates by peeling, chipping, or cracking; or generates lead dust when scraped, sanded, or

heated. This analysis does not directly evaluate lead because little to no quantifiable and foreseeable emissions of these substances would be generated by the project. Lead emissions have significantly decreased due to the near elimination of leaded fuel use.

**Air Quality Standards**

Health-based air quality standards have been established for these pollutants by ARB at the state level and by USEPA at the national level. These standards were established to protect the public with a margin of safety from adverse health impacts due to exposure to air pollution. California has also established standards for sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. A brief description of each criteria air pollutant including source types and impacts to health is provided below along with the most current monitoring station data and attainment designations for the project study areas. Table 4.1-1 presents the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS).

**Attainment Status in the SDAB**

Both USEPA and ARB use ambient air quality monitoring data to designate areas according to their attainment status for criteria air pollutants. The purpose of these designations is to identify the areas with air quality problems and initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. An "attainment" designation for an area signifies that pollutant concentrations did not exceed the established standard. In most cases, areas designated or redesignated as attainment must develop and implement maintenance plans, which are designed to ensure continued compliance with the standard.

In contrast to attainment, a "nonattainment" designation indicates that a pollutant concentration has exceeded the established standard. Nonattainment may differ in severity. To identify the severity of the problem and the extent of planning and actions required to meet the standard, nonattainment areas are assigned a classification that is commensurate with the severity of their air quality problem (e.g., moderate, serious, severe, extreme).

As shown in Table 4.1-2, the SDAB currently meets NAAQS for all criteria air pollutants except ozone, and meets the CAAQS for all criteria air pollutants except ozone, $PM_{10,}$ and $PM_{2.5}$. The SDAB currently falls under a federal maintenance plan for 8-hour ozone. The SDAB is currently classified as a state nonattainment area for ozone, $PM_{10}$, and $PM_{2.5}$.

## Table 4.1-1
## National and California Ambient Air Quality Standards

| Pollutant | Averaging Time | California Standards [a] Concentration [c] | National Standards [b] Primary [c,d] | National Standards [b] Secondary [c,e] |
|---|---|---|---|---|
| Ozone | 1 hour | 0.09 ppm (180 µg/m$^3$) | – | Same as primary standard |
| | 8 hours | 0.070 ppm (137 µg/m$^3$) | 0.075 ppm (147 µg/m$^3$) | |
| Respirable particulate matter ($PM_{10}$)[f] | 24 hours | 50 µg/m$^3$ | 150 µg/m$^3$ | Same as primary standard |
| | Annual arithmetic mean | 20 µg/m$^3$ | – | |
| Fine particulate matter ($PM_{2.5}$) [f] | 24 hours | – | 35 µg/m$^3$ | Same as primary standard |
| | Annual arithmetic mean | 12 µg/m$^3$ | 12 µg/m$^3$ | 15 µg/m$^3$ |
| Carbon monoxide | 8 hours | 9.0 ppm (10 mg/m$^3$) | 9 ppm (10 mg/m$^3$) | None |
| | 1 hour | 20 ppm (23 mg/m$^3$) | 35 ppm (40 mg/m$^3$) | |
| | 8 hours (Lake Tahoe) | 6 ppm (7 mg/m$^3$) | – | – |
| Nitrogen dioxide [g] | Annual arithmetic mean | 0.030 ppm (57 µg/m$^3$) | 0.053 ppm (100 µg/m$^3$) | Same as primary standard |
| | 1 hour | 0.18 ppm (339 µg/m$^3$) | 100 ppb (188 µg/m$^3$) | None |
| Sulfur dioxide [h] | Annual arithmetic mean | – | 0.030 ppm (for certain areas) [h] | – |
| | 24 hours | 0.04 ppm (105 µg/m$^3$) | 0.14 ppm (for certain areas) [h] | – |
| | 3 hours | — | – | 0.5 ppm (1,300 µg/m$^3$) |
| | 1 hour | 0.25 ppm (655 µg/m$^3$) | 75 ppb (196 µg/m$^3$) | – |
| Lead [i,j] | 30-day average | 1.5 µg/m$^3$ | – | – |
| | Calendar quarter | – | 1.5 µg/m$^3$ (for certain areas) [j] | Same as primary standard |
| | Rolling 3-month average | – | 0.15 µg/m$^3$ | |
| Visibility-reducing particles [k] | 8 hours | See footnote j | No national standards | |
| Sulfates | 24 hours | 25 µg/m$^3$ | | |
| Hydrogen sulfide | 1 hour | 0.03 ppm (42 µg/m$^3$) | | |
| Vinyl chloride [i] | 24 hours | 0.01 ppm (26 µg/m$^3$) | | |

Notes: mg/m$^3$ = milligrams per cubic meter; $PM_{2.5}$ = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; $PM_{10}$ = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ppb = parts per billion; ppm = parts per million; µg/m$^3$ = micrograms per cubic meter

[a] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter ($PM_{10}$, $PM_{2.5}$, and visibility-reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

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

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

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

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

[f] On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m3 to 12.0 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m3, as was the annual secondary standard of 15 µg/m3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

Source: ARB 2013a

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

[h] On June 2, 2010, a new 1-hour $SO_2$ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 $SO_2$ national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of ppb. California standards are in units of ppm. To directly compare the 1-hour national standard to the California standard, the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[i] The California Air Resources Board (ARB) has identified lead and vinyl chloride as toxic air contaminants with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

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

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

**Table 4.1-2**
**San Diego Air Basin Attainment Designations**

| Pollutant | State | Federal |
|---|---|---|
| Ozone (1-hour) | Nonattainment | Attainment |
| Ozone (8-hour) | Nonattainment | Nonattainment |
| Carbon Monoxide | Attainment | Unclassified/Attainment |
| Nitrogen Dioxide | Unclassified/Attainment | Unclassified/Attainment |
| Sulfur Dioxide | Unclassified/Attainment | Unclassified/Attainment |
| $PM_{10}$ | Nonattainment | Unclassified |
| $PM_{2.5}$ | Nonattainment | Unclassified |
| Sulfates | Attainment | N/A |
| Hydrogen Sulfide | Unclassified | N/A |
| Visibility Reducing Particles | Unclassified/Attainment | N/A |
| Lead | Unclassified/Attainment | Unclassified/Attainment |

Source: ARB 2014a
N/A = not applicable; no standard.

## Existing Air Quality in the SDAB

Ambient air pollutant concentrations in the SDAB are measured at air quality monitoring stations operated by ARB and the San Diego Air Pollution Control District (SDAPCD). The closest and most representative SDAPCD air quality monitoring station to the project site is the San Diego monitoring station, located at 1110A Beardsley Street, San Diego, California. The Escondido station is in an urbanized area located near the coast and, therefore, may not completely represent the existing conditions at the project site, especially for CO, $PM_{10}$, and $PM_{2.5}$, which are pollutants attributable to local emission sources. Table 4.1-3 presents the most recent data over the past 3 years from the San Diego monitoring station as summaries of the exceedances of standards and the highest pollutant levels recorded for years 2010 through 2012. These concentrations represent the existing, or baseline conditions, for the project.

As shown in Table 4.1-3, ambient air concentrations of ozone, CO, $NO_2$, and $PM_{10}$ at the San Diego monitoring station have not exceeded the NAAQS or CAAQS in the past 3 years. $PM_{2.5}$ concentrations exceeded the NAAQS in 2012.

## Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances capable of causing short-term or long-term adverse human health effects. TACs are usually present in minute quantities in ambient air; however, their high toxicity may pose a threat to public health even at low concentrations. TACs include both organic and inorganic chemical substances. TACs may be emitted from a variety of

**Table 4.1-3**
**Ambient Air Quality Summary – San Diego Monitoring Station**

| Pollutant Standards | 2010 | 2011 | 2012 |
|---|---|---|---|
| **Carbon Monoxide (CO)** | | | |
| National maximum 8-hour concentration (ppm) | 2.17 | 2.44 | 1.81 |
| State maximum 8-hour concentration (ppm) | 2.17 | 2.44 | 1.81 |
| State maximum 1-hour concentration (ppm) | 2.8 | 2.8 | 2.6 |
| Number of Days Standard Exceeded | | | |
| NAAQS 8-hour (>9.0 ppm) | 0 | 0 | 0 |
| CAAQS 8-hour (>9.0 ppm) | 0 | 0 | 0 |
| CAAQS 1-hour (>20.0 ppm) | 0 | 0 | 0 |
| **Nitrogen Dioxide ($NO_2$)** | | | |
| State maximum 1-hour concentration (ppm) | 0.077 | 0.067 | 0.065 |
| Annual Average (ppm) | * | 0.014 | 0.013 |
| Number of Days Standard Exceeded | | | |
| CAAQS 1-hour | 0 | 0 | 0 |
| **Ozone** | | | |
| State max 1-hour concentration (ppm) | 0.078 | 0.082 | 0.071 |
| National maximum 8-hour concentration (ppm) | 0.066 | 0.061 | 0.065 |
| Number of Days Standard Exceeded | | | |
| CAAQS 1-hour (>0.09 ppm) | 0 | 0 | 0 |
| CAAQS 8- hour (>0.070 ppm)/NAAQS 8-hour (>0.075 ppm) | 0/0 | 0/0 | 0/0 |
| **Particulate Matter ($PM_{10}$)** [a] | | | |
| National maximum 24-hour concentration ($\mu g/m^3$) | 40.0 | 48.0 | 45.0 |
| State maximum 24-hour concentration ($\mu g/m^3$) | 40.0 | 49.0 | 47.0 |
| State annual average concentration ($\mu g/m^3$) | 23.4 | 24.0 | 22.2 |
| Estimated Number of Days Standard Exceeded | | | |
| NAAQS 24-hour (>150 $\mu g/m^3$) | 0 | 0 | 0 |
| CAAQS 24-hour (>50 $\mu g/m^3$) | 0 | 0 | 0 |
| **Particulate Matter ($PM_{2.5}$)** [a] | | | |
| National maximum 24-hour concentration ($\mu g/m^3$) | 29.7 | 34.7 | 39.8 |
| State maximum 24-hour concentration ($\mu g/m^3$) | 31.0 | 34.7 | 39.8 |
| National annual average concentration ($\mu g/m^3$) | 10.4 | 10.8 | 11.3 |
| State annual average concentration ($\mu g/m^3$) | * | 10.9 | * |
| Estimated Number of Days Standard Exceeded | | | |
| NAAQS 24-hour (>35 $\mu g/m^3$) | 0 | 0 | 1 |

Source: ARB 2014b

common sources, including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. Research and teaching facilities where a variety of chemicals are used for various experiments may also be a source of TACs.

**Sensitive Receptors**

Some members of the population are especially sensitive to air pollutant emissions and should be given special consideration when evaluating air quality impacts from projects. These include children, the elderly, people with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Air quality regulators typically define sensitive receptors as schools, hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

The project includes residential and recreational lands. Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent as the majority of the workers tend to stay indoors most of the time.

### 4.1.2 Regulatory Framework

**Federal Regulations**

USEPA, under the provisions of the Clean Air Act (CAA), requires each state with regions that have not attained the NAAQS to prepare a State Implementation Plan (SIP), detailing how these standards are to be met in each local area. The SIP is a legal agreement between each state and the federal government to commit resources to improving air quality. It serves as the template for conducting regional and project-level air quality analysis. The SIP is not a single document, but a compilation of new and previously submitted attainment plans, emissions reduction programs, district rules, state regulations, and federal controls.

ARB is the lead agency for developing the SIP in California. Local air districts and other agencies prepare Air Quality Attainment Plans (AQAPs) or Air Quality Management Plans (AQMPs) and submit them to ARB for review, approval, and incorporation into the applicable

SIP. The air districts develop the strategies stated in the SIPs for achieving air quality standards on a regional basis. The local air district with jurisdiction over the project is SDAPCD.

**State Regulations**

ARB oversees activities of local air quality management agencies and is responsible for incorporating AQAPs and AQMPs from local air districts into the SIP for USEPA approval. ARB also maintains air quality monitoring stations throughout California in conjunction with local air districts. Data collected at these stations are used by ARB to classify air basins as being in attainment or nonattainment with respect to each pollutant and to monitor progress in attaining air quality standards.

The California CAA requires that each area exceeding the CAAQS for ozone, CO, $SO_2$, and $NO_2$ must develop a plan aimed at achieving those standards (California Health and Safety Code 40911 et seq.). The California Health and Safety Code, Section 40914, requires air districts to design a plan that achieves an annual reduction in district-wide emissions of 5 percent or more, averaged every consecutive 3-year period. To satisfy this requirement, the local air districts have to develop and implement air pollution reduction measures, which are described in their AQAPs/AQMPs and outline strategies for achieving the CAAQS for any criteria pollutants for which the region is classified as nonattainment.

ARB has established emission standards for vehicles sold in California and for various types of equipment. California gasoline specifications are governed by both state and federal agencies. During the past decade, federal and state agencies have imposed numerous requirements on the production and sale of gasoline in California. ARB has also adopted control measures for diesel particulate matter and more stringent emissions standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors, generators).

**Toxic Air Contaminants**

The CAA Amendments of 1990 expanded the regulation of hazardous air pollutants (HAPs, the federal government terminology for TACs), establishing a list of 172 individual compounds and 17 compound categories to be regulated as HAPs. USEPA established stringent, technology-based emissions standards for stationary sources of emissions of these listed substances.

At the state level, TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Chapter 1047, Statutes of 1983]) and the Air Toxics Hot Spots Information and Assessment Act (AB 2588 [Chapter 1252, Statutes of 1987]). ARB continues to implement an ongoing program to identify toxic air contaminants, assess their public health

risks, and develop air toxics control measures to reduce toxic emissions from specific source categories statewide. Local air districts then must adopt and implement the state-approved emission reduction measures.

**Local Regulations**

SDAPCD is the agency responsible for protecting the public health and welfare through the administration of federal and state air quality laws and policies. Included in SDAPCD's tasks are the monitoring of air pollution, the preparation of San Diego County's portion of the SIP, and the promulgation of rules and regulations. The SIP includes strategies and tactics to be used to attain and maintain acceptable air quality in the County; this list of strategies is called the San Diego Regional Air Quality Strategy (RAQS) (SDAPCD 2009). The rules and regulations include procedures and requirements to control the emission of pollutants and prevent significant adverse impacts.

The following SDAPCD rules and regulations would apply to the construction of the project:

- Regulation IV: Prohibitions; Rule 51: Nuisance. Prohibits the discharge, from any source, of such quantities of air contaminants or other materials that cause or have a tendency to cause injury, detriment, nuisance, annoyance to people and/or the public, or damage to any business or property.
- Regulation IV: Prohibitions; Rule 55: Fugitive Dust. Regulates fugitive dust emissions from any commercial construction or demolition activity capable of generating fugitive dust emissions, including active operations, open storage piles, and inactive disturbed areas, as well as track-out and carry-out onto paved roads beyond a project site.
- Regulation IV: Prohibitions; Rule 67.0: Architectural Coatings. Requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce volatile organic compound (VOC) emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

### 4.1.3 Impact Analysis

According to the City of San Diego *California Environmental Quality Act Significance Determination Thresholds*, a significant impact related to air quality would occur if implementation of the project would:

- conflict with or obstruct implementation of the applicable air quality plan,

- violate any air quality standard or contribute substantially to an existing or projected air quality violation,
- result in cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard,
- exceed 100 pounds per day of $PM_{10}$ dust, or
- create objectionable odors affecting a substantial number of people.

As stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management board or air pollution control district may be relied on to make the impact determinations for specific program elements. SDAPCD has not developed quantitative significance thresholds for CEQA projects. However, the City of San Diego has established recommended screening level thresholds of significance for regional pollutant emissions. Therefore, the City of San Diego screening thresholds of significance for regional pollutant emissions were used to analyze the impacts of the project.

**Issue 1: Would the project conflict with or obstruct implementation of the applicable air quality plan?**

**Impact Thresholds**

A significant impact related to air quality would occur if implementation of the project would conflict with or obstruct implementation of the applicable air quality plan.

**Impact Analysis**

Air quality plans describe air pollution control strategies to be implemented by a city, county, or regional air district. The primary purpose of an air quality plan is to bring an area that does not attain federal and state air quality standards into compliance with those standards pursuant to the requirements of the CAA and California CAA.

Air quality planning efforts are based on analysis and forecasts of air pollutant emissions throughout the entire region. The regional air quality plan for San Diego County is SDAPCD's RAQS, which is also the applicable portion of the SIP. The RAQS was developed pursuant to California CAA requirements, and identifies feasible emissions control measures to provide expeditious progress toward attaining the state ozone standard in San Diego County.

Projects that are consistent with the assumptions used in development of the applicable air quality plan are considered to not conflict with or obstruct the attainment of the air quality levels identified in the plan. Assumptions for land use development used in the RAQS are taken from local and regional planning documents. Emission forecasts rely on projections of vehicle miles traveled (VMT) by the Metropolitan Planning Organizations, such as SANDAG; and population, employment, and land use projections made by local jurisdictions during development of the area and general plans.

The use of construction equipment in the RAQS is estimated for the region on an annual basis, and construction-related emissions are estimated as an aggregate in the RAQS. Therefore, the project would not increase the assumptions for off-road equipment use in the RAQS.

The project requires an amendment to the Mid-City Communities Plan and the City of San Diego General Plan. The amendment to the Communities Plan would redesignate Commercial Mixed Use and Industrial land uses to a new land designation of Neighborhood Village. The General Plan amendment would change the existing Industrial land use designation to Multiple Use and would redesignate the approximately 11.4-acre Chollas Parkway ROW from Industrial land to park, open space, and recreation. The project also includes a rezone of approximately 12 acres of the current CC-5-3 and approximately 4.91 acres of the current IL-2-1 zones to CC-3-5.

While the RAQS acknowledges mobile and area sources, minor changes in the assumptions relative to these sources would not obstruct successful implementation of the strategies for improvement of SDAB's air quality. The Neighborhood Village land use designation proposes a residential density range of 15 to 29 dwelling units per acre for the site and is consistent with the General Plan land uses. In addition, the project is a residential infill development in an urbanized area of San Diego. Projects that are located in urban, infill or suburban centers can result in a 10% to 65% reduction in VMT compared to the statewide average (CAPCOA 2010). Based on the nature of the commercial uses and various neighborhood and regional-commercial developments in the area, it is anticipated that the majority of retail project trips will be drawn from the local community (Fehr & Peers 2014). Therefore, the project location would result in less VMT than a development with a similar number of units in the outlying or more remote areas of the region.

Also, as discussed below in Issue 2, short-term construction and long-term operational emissions associated with the project are not anticipated to exceed the thresholds of significance and would not cause a violation of any air quality standard.

### Significance of Impacts

Because the project is generally consistent with the urban land use assumptions associated with the existing General Plan, the intensity of operational emissions has been accounted for in the RAQS. The project would not result in additional emissions over the current assumptions used to develop the General Plan and AQMP. Since the project would not result in a significant increase in criteria pollutant emissions compared to the current assumptions in the RAQS, the project would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

### Issue 2: Would the project cause a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?

### Impact Thresholds

If the emissions of the project are found to be below the screening level thresholds, it can be concluded that the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The screening level thresholds are shown in Table 4.1-4.

**Table 4.1-4**
**Regional Pollutant Emission Screening Level Thresholds of Significance**

| | ROG | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$[1] | Lead |
|---|---|---|---|---|---|---|---|
| Pounds per hour | – | 25 | 100 | 25 | – | – | – |
| Pounds per day | 137 | 250 | 550 | 250 | 100 | 55 | 3.2 |
| Tons per year | 15 | 40 | 100 | 40 | 15 | 10 | 0.6 |

[1]Threshold for $PM_{2.5}$ from South Coast Air Quality Management District
ROG = reactive organic gases; $NO_X$ = oxides of nitrogen; $SO_X$ = sulfur oxides
- = No threshold proposed
Source: City of San Diego 2011a

### Impact Analysis

*Construction*

Construction emissions are described as "short-term" or temporary in duration; however, they have the potential to represent a significant impact with respect to air quality. Construction of the project would result in the temporary generation of ROG, NOx, CO, $SO_2$, $PM_{10}$, and $PM_{2.5}$ emissions. ROG, $NO_x$, CO, and $SO_2$ emissions are primarily associated with mobile equipment exhaust, including off-road construction equipment and on-road motor vehicles. Fugitive PM

dust emissions are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and VMT by construction vehicles on- and off-site.

The intensity of construction activity associated with the project could be the same during each year. It is more likely, however, that some period of construction (and associated emissions) would be more intense than other periods due to changes in market conditions and according to preferences of the City and the project applicants. While neither the City of San Diego nor the SDAPCD provide additional guidance on construction assumptions for policy level projects, some air districts such as the Sacramento Air Quality Management District (SMAQMD), suggest that lead agencies conservatively assume that up to 25% of the total land uses of a specific or general plan would be constructed in a single year (SMAQMD 2013). Since it is not possible to accurately estimate the construction schedule and future emissions from development activities associated with the project, the emission estimates are based on the assumption that 25% of the land uses (i.e., 122 residential units and 32,500 square feet of commercial land uses) would be constructed in a single year.

Given that exhaust emissions rates of the construction equipment fleet in California are expected to decrease over time as stricter standards take effect, construction emissions were estimated using the earliest calendar year when construction could begin (i.e., 2015) to generate conservative estimates. If construction were to occur in later years, advancements in engine technology, retrofits, and turnover in the equipment fleet are anticipated to result in lower levels of emissions. Therefore, using the earliest year of construction provides the most conservative estimate of construction emissions.

Construction emissions associated with the project were quantified using the California Emissions Estimator Model (CalEEMod) Version 2013.2.2. CalEEMod allows the user to enter project-specific construction information, such as types, number and horsepower of construction equipment, and number and length of off-site motor vehicle trips. The modeling also assumes that different phases of construction activities (e.g., demolition, grading, asphalt paving, building construction, and application of architectural coatings) could occur simultaneously at various locations within the project site. Modeling was based on project-specific data, when available. However, when information was not available (e.g., types of equipment to be used, number of construction employees), default settings based on land use types, acreage, and construction schedule were used to estimate criteria pollutant emissions.

As shown in Table 4.1-5, construction emissions for the project would result in maximum daily emissions of approximately 34 pounds of ROG, 62 pounds of $NO_x$, 47 pounds of CO, 5 pounds of $PM_{10}$, and 4 pounds of $PM_{2.5}$. This estimate of maximum daily emissions would not exceed

any of the thresholds of significance. Table 4.1-5 shows the daily and annual emissions associated with construction of the project. Additional modeling assumptions and details are provided in Appendix C.

**Table 4.1-5**
**Estimated Daily and Annual Construction Emissions**

| | ROG | $NO_X$ | CO | $SO_2$ | $PM_{10}$ [1,2] | $PM_{2.5}$ [1] |
|---|---|---|---|---|---|---|
| Daily Construction Emissions (lbs/day) | 34.43 | 61.57 | 47.09 | 0.08 | 5.40 | 3.98 |
| Threshold of Significance (lbs/day) | 137 | 250 | 550 | 250 | 100 | 55 |
| *Significant Impact?* | No | No | No | No | No | No |
| | | | | | | |
| Annual Construction Emissions (tons per year) | 3.63 | 5.29 | 4.40 | 0.007 | 0.54 | 0.31 |
| Threshold of Significance (tons per year) | 15 | 40 | 100 | 40 | 15 | 10 |
| *Significant Impact?* | No | No | No | No | No | No |

[1] $PM_{10}$ emissions shown include the sum of particulate matter with aerodynamic diameter 0 to 2.5 microns and particulate matter with aerodynamic diameter 2.5 to 10 microns.
[2] Fugitive dust emissions were reduced based on watering two times per day.
ROG = reactive organic gases; $NO_X$ = oxides of nitrogen; CO = carbon monoxide; $SO_2$ = sulfur dioxide; $PM_{10}$ = suspended particulate matter; $PM_{2.5}$ = fine particulate matter
Source: Estimated by AECOM in 2014

*Operation*

Operational emissions are considered long-term emissions because they would occur for the lifetime of the project, which is opposite of short-term and temporary construction emissions that would cease following buildout of the project. Daily activities associated with the operation of the project would generate criteria air pollutant and precursor emissions from mobile and area sources. Mobile sources include vehicle trips coming to and leaving from the planned land uses. Area sources include sources such as consumer products (i.e., ROG), natural gas combustion for water and space heating, landscape maintenance equipment, and periodic architectural coatings.

The operational emissions associated with the activities for existing land uses and the project were quantified using CalEEMod. CalEEMod allows land use data entries that include project location specifics and trip generation rates. Regional area- and mobile-source emissions were modeled based on the trip generation rates and average daily trips (ADT) estimated in the Traffic Impact Assessment (Fehr & Peers 2014). Vehicle fleet characteristics, energy consumption, and land use data specific to San Diego County or specific to the project were used in place of CalEEMod defaults, where available. Additional details are available in Appendix C.

The existing land uses include multi-family residential properties, commercial land uses, and a service station, all of which would be removed over time as part of the project. The existing land uses generate approximately 6,058 ADT (Fehr & Peers 2014). The project includes land use changes to be consistent with the new land use designations as recommended in the General Plan. At buildout, the project could result in the construction and operation of 486 residential units, 130,000 square feet of commercial land uses, and park areas. According to the Traffic Impact Assessment, the project would generate approximately 13,276 total ADT (Fehr & Peers 2014).

Consistent with the approach to the traffic analysis for the project, the emissions associated with the existing land uses were subtracted from the emissions for the project to calculate the net change in emissions associated with implementation of the project. This approach is consistent with the definition of baseline conditions pursuant to CEQA. The net increase in emissions is compared to the applicable threshold of significance. The estimated daily emissions for the existing land uses and the project are shown in Table 4.1-6.

**Table 4.1-6**
**Summary of Modeled Long-Term Operational Emissions**

| Emissions Source | ROG (lbs/day) | NOX (lbs/day) | CO (lbs/day) | SO2 (lbs/day) | PM10 (lbs/day) | PM2.5 (lbs/day) |
|---|---|---|---|---|---|---|
| **Existing Land Uses** | 37.44 | 39.08 | 202.35 | 0.030 | 22.05 | 7.62 |
| **Project** | 73.38 | 85.80 | 465.83 | 0.89 | 59.56 | 19.81 |
| **Net Increase** | 35.94 | 46.72 | 263.48 | 0.86 | 37.51 | 12.19 |
| **Threshold of Significance** | 137 | 250 | 550 | 250 | 100 | 55 |
| **Significant Impact?** | No | No | No | No | No | No |

ROG = reactive organic gases; $NO_X$ = oxides of nitrogen; CO = carbon monoxide; $SO_2$ = sulfur dioxide; $PM_{10}$ = suspended particulate matter; $PM_{2.5}$ = fine particulate matter.
Source: Estimated by AECOM in 2014

## Significance of Impacts

As shown in Table 4.1-5, construction-generated emissions of ROG, $NO_X$, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$ would not exceed applicable daily or annual emission thresholds established by the City of San Diego. In addition, standard construction BMPs would be required in accordance with both the Municipal and Construction General permits to reduce fugitive dust emissions associated with construction of the project. Emissions would also be controlled with standard construction practices enforceable pursuant to San Diego Municipal Code 142.0710. Therefore, construction emissions would not violate an ambient air quality standard or contribute substantially to an existing violation.

As shown in Table 4.1-6, operational emissions would not exceed any of the significance thresholds. Therefore, construction and operation of the project would not violate an ambient air quality standard or contribute substantially to an existing violation. This impact would be less than significant.

**Issue 3: Would the project result in cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

**Impact Thresholds**

A significant impact related to air quality would occur if implementation of the project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. The significance thresholds discussed under Air Quality and Odor Issues 1 and 2 are also used to determine the cumulative impact of the project.

**Impact Analysis**

The cumulative analysis focuses on whether a specific project would result in a cumulatively considerable increase in emissions. By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within the SDAB, and this regional impact is cumulative rather than attributable to any one source. A project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. The thresholds of significance are relevant to whether a project's individual emissions would result in a cumulatively considerable incremental contribution to the existing cumulative air quality conditions. If a project's emissions would be less than those threshold levels, the project would not be expected to result in a considerable incremental contribution to the significant cumulative impact.

As discussed above, the net increase in emissions over the baseline conditions would not result in the generation of criteria air pollutant emissions that exceed any of the thresholds for construction or operational activities. These thresholds are designed to identify those projects that would result in significant levels of air pollution and to assist the region in attaining the applicable state and federal ambient air quality standards. Projects that would not exceed the thresholds of significance would not contribute a considerable amount of criteria air pollutant emissions to the region's emissions profile, and would not impede attainment and maintenance of ambient air quality standards.

**Significance of Impacts**

Because the project would not exceed any project-level air quality significance thresholds, the project's construction and operational emissions would not be cumulatively considerable. Therefore, impacts related to a cumulatively considerable net increase of criteria pollutants would be less than significant.

**Issue 4: Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Impact Thresholds**

A significant impact would occur if implementation of the project would expose sensitive receptors to substantial pollutant concentrations, including air toxics such as diesel particulates. In addition, a significant impact would occur if the project would result in a CO hotspot.

**Impact Analysis**

The land uses surrounding the project are primarily residential and commercial in nature. The residential units located on and adjacent to the project site represent the nearest sensitive receptors with the potential to be impacted by the project. The additional residential land uses associated with the project would also be considered sensitive receptors. There are no existing sources of TACs within 1,000 feet of the project.

*Construction*

The greatest potential for TAC emissions would be related to diesel exhaust particulate matter (diesel PM) emissions associated with heavy-duty construction equipment operations. Construction of the project would result in the generation of diesel PM from the use of off-road diesel construction equipment required for demolition, site preparation, construction, and equipment installation. Since most of the VMT associated with material delivery trucks and construction worker vehicles would occur off-site, most diesel PM emissions related to those mobile sources would also occur off-site.

Health effects from carcinogenic TACs are usually described in terms of individual cancer risk, which is based on a 70-year lifetime exposure to TACs. Generation of diesel PM from construction projects typically occurs in a single area for a short period of time. Because construction activities and subsequent emissions vary depending on the phase of construction (e.g., grading, building construction), the construction-related emissions to which nearby

receptors are exposed to would also vary throughout the construction period. Building construction activities for are anticipated to last approximately one year. Assuming that up to 25% of the total land uses would be constructed in a single year, the duration of potentially harmful construction activities near a sensitive receptor would be approximately 4 years. Therefore, the exposure would be approximately 6 percent of the total exposure period used for typical health risk calculations. Given the potential construction schedule, the project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions in the immediate vicinity of sensitive receptors, with no residual emissions after construction and corresponding individual cancer risk.

In addition, construction of the project would occur at varying locations on the project site and therefore, varying distances from different sensitive receptors surrounding the project site. Construction emissions would occur intermittently throughout the day, as construction equipment is required, rather than as a constant plume of emissions from the project site. As mentioned earlier, the project would be required to implement BMPs and standard construction practices to reduce construction-related emissions. All construction emissions would cease following completion of the project. Considering this information, the project would not expose sensitive receptors to substantial pollutant concentrations.

*Carbon Monoxide*

The primary mobile-source pollutant of localized concern is CO. Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Transport of CO is limited since it disperses rapidly with distance from the source under normal meteorological conditions. However, under specific meteorological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels related to local sensitive land uses such as residential units, hospitals, schools, and childcare facilities.

CO concentration is a direct function of motor vehicle activity, particularly during peak commute hours, and meteorological conditions. Under specific meteorological conditions, CO concentrations may reach unhealthy levels with respect to local sensitive land uses, such as residential areas, schools, preschools, playgrounds, and hospitals. As a result, air districts typically recommend analysis of CO emissions at a local rather than a regional level.

Because increased CO concentrations are usually associated with roadways that are congested and with heavy traffic volume, many agencies have established preliminary screening criteria to determine with fair certainty that, if not violated, project-generated, long-term operational local mobile-source emissions of CO would not result in, or substantially contribute to, emissions

concentrations that exceed the 1-hour ambient air quality standard of 20 parts per million (ppm) or the 8-hour standard of 9.0 ppm.

The City of San Diego indicates that if a proposed development causes a four- or six-lane road to deteriorate to Level of Service (LOS) E or worse, the resulting longer queuing at the traffic signals could cause a localized significant air quality impact. According to the traffic study prepared for the project, several roadway segments (e.g., University Avenue from 54th to 58th Street) currently operate at LOS E or F. Those roadway segments would also operate at LOS E or F in 2035 with or without implementation of the project. Therefore, implementation of the project would not cause those roadway segments to operate at LOS E or F. As a result of improvements in technology and vehicle emission standards, CO emission factors are projected to decrease in future years. These improvements would also reduce the concentration of CO emissions.

The project would cause the following intersections to operate at LOS E or F in 2035:

- 54th Street and El Cajon Boulevard (LOS E, PM peak hour)
- College Avenue and University Avenue (LOS E, AM peak hour; LOS E, PM peak hour)

In addition to the evaluation of changes in LOS as required by the City of San Diego, project-related trips can affect the ability of a roadway or intersection to result in a CO hotspot. The City of San Diego does not provide a traffic volume threshold; that could result in a CO hotspot. The City of San Diego CEQA Guidelines do indicate as a screening measure that multi-family, commercial, industrial, or institutional development resulting in 9,500 average daily trips or more could also result in air quality impacts requiring mitigation.

Based on the traffic study, the project would generate an additional 7,218 daily trips above existing conditions. Therefore, the project would not exceed the screening measure of 9,500 daily trips recommended by the City of San Diego, and would not result in a CO hotspot. Specifically, the CO concentrations resulting from the project would not violate the California Ambient Air Quality Standard for either the 1-hour period (20 ppm) or the eight-hour period (9.0 ppm).

*Operation*

ARB has also developed the *Air Quality and Land Use Handbook: A Community Health Perspective* to provide guidance on land use compatibility with sources of TACs (ARB 2005). These sources include freeways and high-traffic roads, commercial distribution centers, rail yards, refineries, dry cleaners, gasoline stations, and industrial facilities. The handbook is not a

law or adopted policy, but offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs. The handbook indicates that land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.

The recommendations relevant to the project include:

- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
- Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week).
- Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation.
- Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater).

The project is located approximately adjacent to University Avenue, which is the nearest urban road. University Avenue is estimated to have approximately 29,730 vehicles per day in 2035 (Fehr & Peers 2014). The roadway does not meet the minimum traffic volumes in ARB's Air Quality and Land Use Handbook that require a 500-foot setback distance. The project is not currently located within 1,000 feet of a distribution center or 300 feet of any dry cleaning operation. However, since the project includes commercial uses, it is possible that dry cleaning operations could be constructed within 300 feet of sensitive receptors. However, any new source of TACs would be subject to SDAPCD's Regulation XII, which applies to any new, relocated, or modified source that may increase TAC emissions. Any proposed dry cleaning facility would also require SDAPCD permit to operate, which includes information on solvents used and emissions control equipment to ensure that no adverse health risks would occur. If the facility processes, produces, or uses materials listed in SDAPCD Rule 1200, a health risk assessment could also be required. The existing service station will be removed as part of the project. Since the project is consistent with the recommendations of ARB's Air Quality and Land Use Handbook and SDAPCD requirements, operation of the project would not expose sensitive receptors to substantial pollutant concentrations.

**Significance of Impacts**

The land uses associated with the project would primarily be residential, which are not typically sources of TAC emissions. The project would not generate substantial TAC emissions, result in a CO hotspot, or exceed 100 pounds of PM dust. The project would also be consistent with the recommendations of the ARB's Air Quality and Land Use Handbook. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.

**Issue 5: Would the project exceed 100 pounds per day of PM10 dust?**

**Impact Thresholds**

A significant impact would occur if implementation of the project would exceed 100 pounds per day of PM dust.

**Impact Analysis**

Construction grading and demolition dust accounts for 30 percent of all $PM_{10}$ emissions in the SDAB (City of San Diego 2011a). Road dust from paved and unpaved roads, accounts for 47% of all $PM_{10}$ emissions (City of San Diego 2011a). The project would generate $PM_{10}$ emissions from construction and operational activities, including on-road motor vehicles. As indicated in Table 4.1-5, construction-related $PM_{10}$ emissions were estimated at 5 pounds per day. The net increase in operational $PM_{10}$ emissions was estimated at 38 pounds per day, as shown in Table 4.1-6. Therefore, the project would not exceed 100 pounds per day of PM dust.

**Significance of Impacts**

The project would not exceed 100 pounds per day of PM dust during construction or operational activities. Therefore, this impact would be less than significant.

**Issue 6: Would the project create objectionable odors affecting a substantial number of people?**

**Impact Thresholds**

A significant impact would occur if implementation of the project would create objectionable odors affecting a substantial number of people. Two situations increase the potential for odor

problems. The first occurs when a new odor source is located near existing sensitive receptors. The second occurs when new sensitive receptors are developed near existing sources of odors.

**Impact Analysis**

The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

Many regional air districts have developed screening-level distances for major odor sources. Major sources of odors would include wastewater treatment and pumping facilities, sanitary landfills, painting/coating operations (e.g., auto body shops), and composting facilities. There are no existing major sources of odors within 1 mile of the project.

Potential sources that may emit odors during construction of the proposed residential and commercial land uses would include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions and the highly diffusive properties of diesel exhaust, nearby receptors would not be anticipated to be affected by diesel exhaust odors associated with project construction. The project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature.

Operation of the project would not add any major odor sources, and any odors generated would be similar to existing odors associated with land uses in the area. The land uses associated with the project would be residential and commercial, which are not typically large generators of odor emissions. Minor sources of odors could include restaurants, coffee roasters, and other urban land uses that are not typically associated with numerous odor complaints.

**Significance of Impacts**

As a result, the project's construction and operational activities would not create objectionable odors affecting a substantial number of people, and the proposed residents would not be impacted by any existing odor sources. The impact would be less than significant.

### 4.1.4 Mitigation, Monitoring, and Reporting

No mitigation measures are required.

# 4.2 BIOLOGICAL RESOURCES

This section addresses biological resources known or with potential to occur in the project site. The analysis describes the existing environmental conditions, potential impacts of project implementation, and mitigation measures proposed to reduce potentially significant impacts to a less than significant level. This section also provides a brief overview of federal, state, and local laws and regulations pertaining to the protection of biological resources in the City of San Diego.

Information and analysis presented in this section is based on the *Biological Technical Report for the Mid-City Communities Plan Amendment – Chollas Triangle, General Plan Amendment and Rezone* (AECOM 2014), which is included as Appendix D.

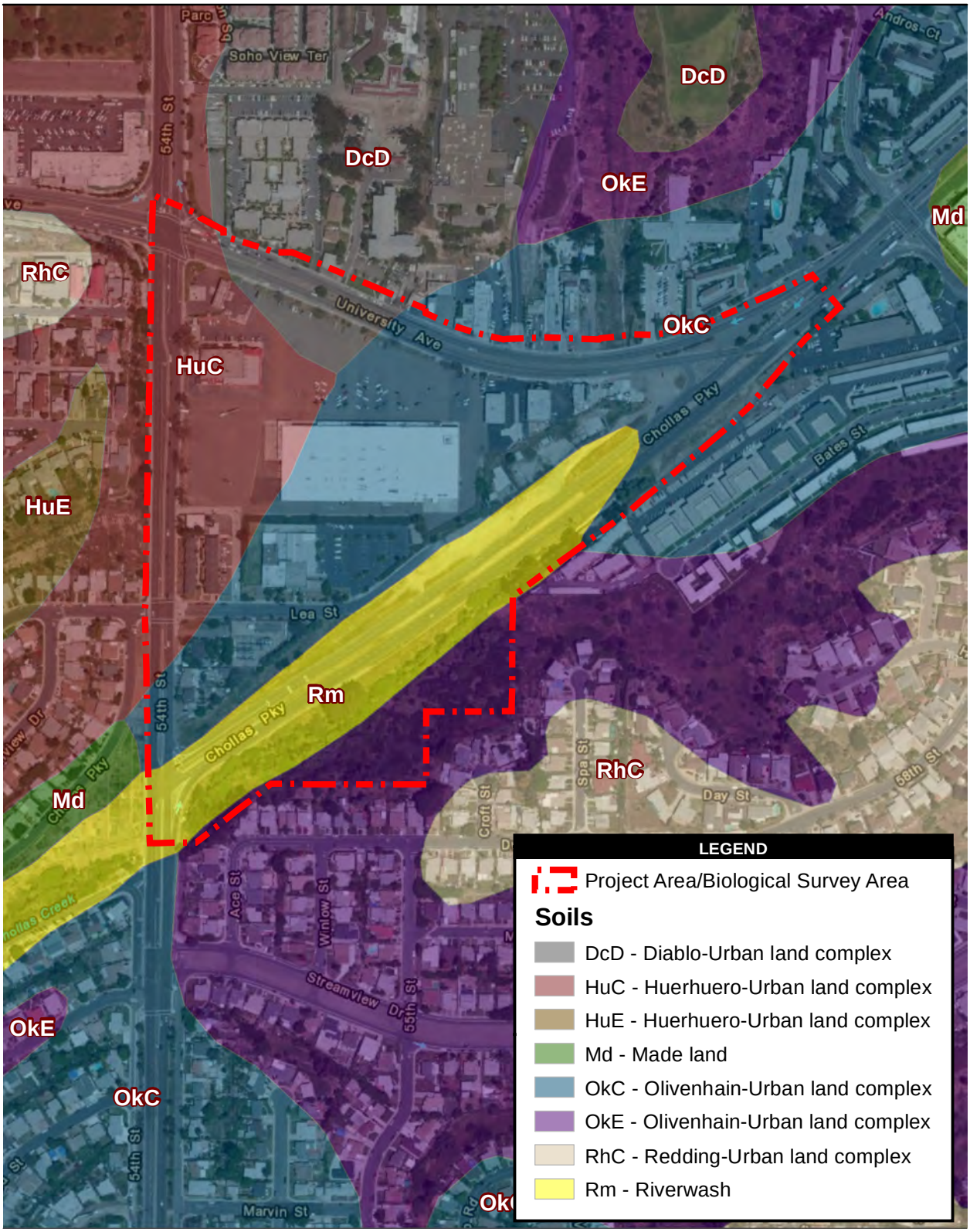
## 4.2.1 Existing Conditions

The existing conditions relevant to biological resources described below are based on the Biological Study Area (BSA) evaluated in the Chollas Triangle Biological Technical Report (BTR). The BSA corresponds to the project site, as defined in this EIR.

### Topography and Soils

Soils within the BSA were mapped using the Natural Resources Conservation Service (NRCS) Web Soil Survey. The approximately 43-acre BSA is located within the coastal plain of the Peninsular Ranges Geographic Province and found on the USGS National City Quadrangle 7.5-minute series topographic map. This Province is characterized by a flat coastal plain with steep sloped hills and a series of northwest-to-southwest-trending elongated mountain ranges dissected by faults and separated from one another by alluvial valleys. The coastal plain consists of marine and nonmarine terraces dissected by coastal lagoons. The BSA is largely developed with naturally vegetated areas occurring along the periphery in some areas.

Soil series and their respective phases occurring within the BSA are shown in Figure 4.2-1 and listed below in Table 4.2-1. Soils found within the BSA that are listed on the National List of Hydric Soils (NRCS 2014) are also identified in Table 4.2-1. Hydric soils are defined as “a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part” (NRCS 2014).

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Scale: 1:6,000; 1 inch = 500 feet

**Figure 4.2-1**
**Soils**



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**Table 4.2-1**
**Soil Series Occurring within the BSA**

| Soil Series/Land Types | Soil Phase/Soil Land Type/ Soil Map Unit Name | Acreage |
|---|---|---|
| **Nonhydric Soil/Land Types** | | **34.10** |
| Diablo-Urban land complex | 5 to 15 percent slopes | 2.32 |
| Huerhuero-Urban land complex | 2 to 9 percent slopes | 9.23 |
| Made land | soil land type | <0.004 |
| Olivenhain-Urban land complex | 2 to 9 percent slopes | 19.59 |
| Olivenhain-Urban land complex | 9 to 30 percent slopes | 2.96 |
| **Hydric Soil/Land Types** | | **8.75** |
| Riverwash | soil land type | 8.75 |
| **Total** | | **42.85** |

## Vegetation Communities

The Biology Guidelines (City of San Diego 2012a) categorize vegetation communities as Tier levels to represent the sensitivity of these communities. Tier I (rare uplands) categories contain the most sensitive vegetation communities. Tier II communities consist of uncommon uplands, Tier III communities consist of common uplands, and Tier IV communities are considered other uplands. Tier IV sensitivity is minimal, containing vegetation communities that are nonnative, such as eucalyptus woodland. The relative sensitivity of different habitats, including wetlands, is also recognized in the City's Biology Guidelines by the mitigation ratio required to compensate for habitat losses. The BSA is characterized and dominated by urban/developed land (Tier IV) and disturbed land (Tier IV). Other vegetation communities on-site that were observed less frequently include Diegan coastal sage scrub (Tier II), disturbed wetland (wetland community), non-native grassland (Tier IIIB), ornamental vegetation (Tier IV), and eucalyptus woodland (Tier IV). Each of the vegetation communities is listed in Table 4.2-2, depicted in Figure 4.2-2, and described below. The slope, aspect, and elevations on-site are described within each vegetation community.

### Riparian and Wetlands

The disturbed wetland vegetation community within the BSA is considered a wetland vegetation community based on City Guidelines (2012). All riparian and wetland habitats are considered sensitive due to extensive historic losses of wetlands nationwide and the value of these habitats for sensitive species and wildlife movement. Riparian areas usually harbor greater wildlife diversity and abundance than upland areas and frequently serve as wildlife corridors due to their linear nature and the cover they provide.

**Table 4.2-2**
**Vegetation Communities and Land Cover Types occurring within the BSA**

| Vegetation Communities and Land Cover Types | MSCP Tier Level | Total BSA (acres) |
|---|---|---|
| **Riparian and Wetlands** | | **3.18** |
| Disturbed Wetland | Wetland | 3.18 |
| **Uplands** | | **1.86** |
| Diegan Coastal Sage Scrub | II | 1.54 |
| Eucalyptus Woodland | IV | 0.15 |
| Non-native Grassland | IIIB | 0.17 |
| **Other Cover Types** | | **37.81** |
| Disturbed Habitat | IV | 6.72 |
| Ornamental | IV | 0.61 |
| Urban/Developed | N/A | 30.48 |
| **Total** | | **42.85** |

*Disturbed Wetland (Wetland Community; Holland Code 11200)*

The disturbed wetland community is associated with the Chollas Creek drainage along the southeastern edge of the study area (Figure 4.2-2). The disturbed wetland slopes gently to the southwest and varies in elevation from 275–230 feet. This area is a densely vegetated riparian thicket dominated by nonnative, invasive species. Plant species within this community include Canary Island date palm (*Phoenix canariensis*), Brazilian pepper tree (*Schinus terebinthifolius*), castor bean (*Ricinus communis*), and Mexican fan palm (*Washingtonia robusta*). The few native species within this community (relative to the dominant non-native community structure) include Goodding's black willow (*Salix gooddingii*), arroyo willow (*Salix lasiolepis*), and mule-fat (*Baccharis salicifolia*). Approximately 3.18 acres of disturbed wetland occurs within the BSA.

Uplands

Many upland vegetation communities are considered sensitive because they provide valuable nesting, breeding, and/or foraging habitat for special-status wildlife species. In addition, some upland vegetation communities such as coastal sage scrub are rapidly declining due to development. Unlike riparian corridors, which are linear (in association with riverine systems), upland habitats typically form a large matrix and provide a broad variety of species structure and composition. Dense sage scrub vegetation or dense-canopied woodlands provide useful habitat and movement corridors for wildlife. Diegan coastal sage scrub and nonnative grassland are considered sensitive based on City Guidelines (2012).

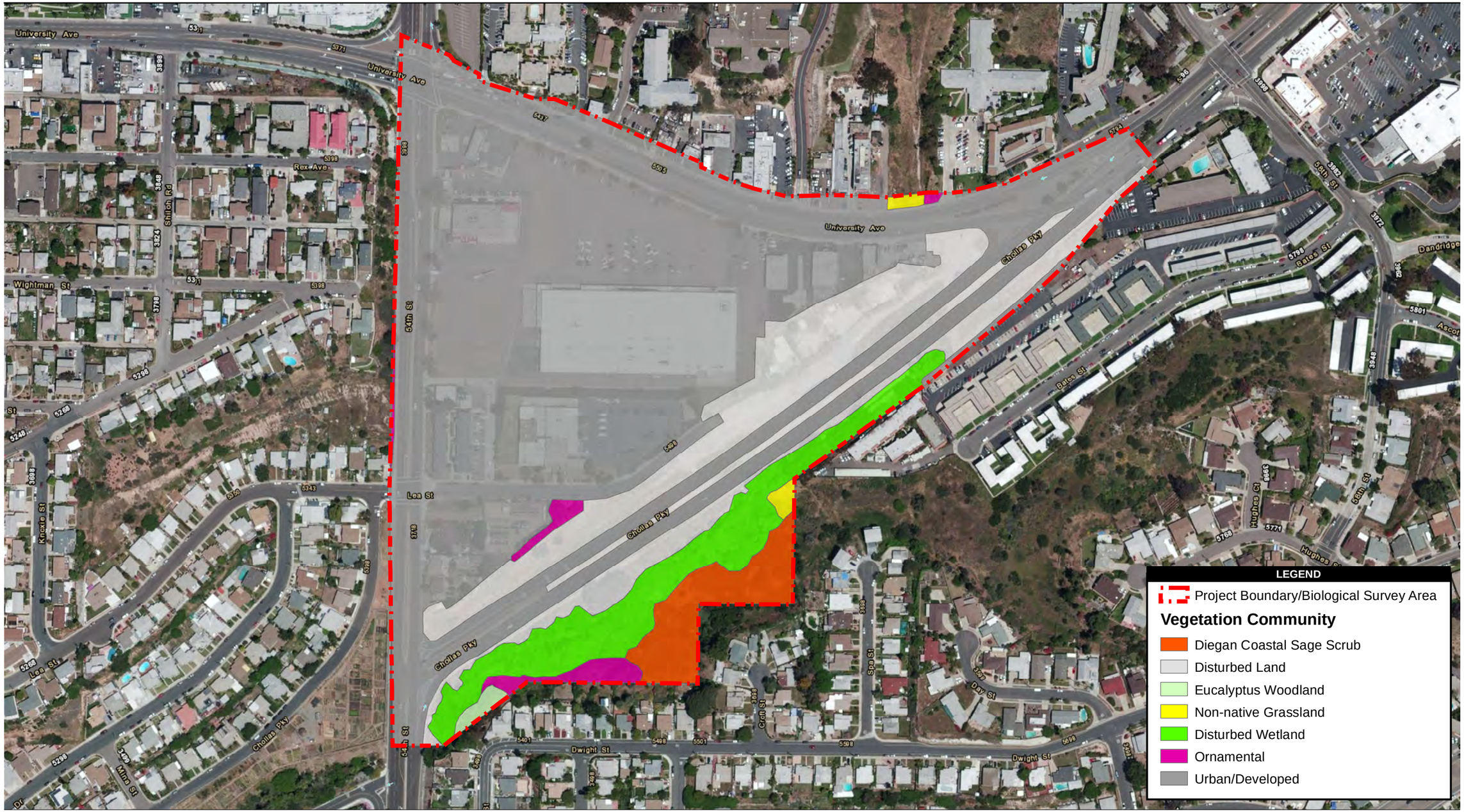


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**Figure 4.2-2**
**Vegetation Communities**

Chollas Triangle EIR

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*Diegan Coastal Sage Scrub (Tier II; Holland Code 32510)*

Diegan coastal sage scrub occurs on a north-facing, 10 percent slope at approximately 315 feet elevation, along the southeastern edge of the study area (Figure 4.2-2). It is upslope from the disturbed wetland community along Chollas Creek and is heavily dominated by lemonade berry (*Rhus integrifolia*). Other species present include California buckwheat (*Eriogonum fasciculatum*), laurel sumac (*Malosma laurina*), San Diego morning glory (*Calystegia macrostegia*), and coyote brush (*Baccharis sarathroides*). Approximately 1.54 acres of Diegan coastal sage scrub occurs within the BSA.

*Non-native Grassland (Tier IIIB; Holland Code 42200)*

Non-native grassland occurs in two small patches within the study area (Figure 4.2-2), along the northeastern border on a south facing slope of about 5 percent and an elevation of approximately 300 feet and along the southeastern border on a gentle north facing slope at about 290 feet in elevation. Both of these areas are heavily invaded with non-native grasses, with little or no native species cover. Common plants present in this area include ripgut grass (*Bromus diandrus*), red brome (*Bromus madritensis* ssp. *rubens*), soft chess (*Bromus hordeaceus*), crown daisy (*Glebionis coronaria*), and long-beak filaree (*Erodium botrys*). Approximately 0.17 acre of nonnative grassland occurs within the BSA.

*Eucalyptus Woodland (Tier IV; Holland Code 79100)*

Eucalyptus woodland occurs in one small patch in the southwestern portion of the study area on a south facing 5 percent slope at about 300 feet in elevation (Figure 4.2-2). The eucalyptus woodland consists of a thick stand of ironbark (*Eucalyptus cyderoxylon*) and sugar gum (*Eucalyptus cladocalyx*) with little to no understory. Approximately 0.15 acre of eucalyptus woodland occurs within the BSA.

Other Land Cover Types

Other land cover types are communities characterized by predominantly nonnative species introduced and established through human action, or by permanent or semipermanent structures, pavement, or hardscape. These areas have been physically disturbed and are no longer recognizable as a native or naturalized vegetation community.

*Disturbed Land (Tier IV; Holland Code 11300)*

Disturbed land is composed mainly of nonnative species and/or barren land and is repeatedly exposed to human activities. Disturbed land occurs throughout the study area, adjacent to paved roads and shopping centers (Figure 4.2-2). Characteristic species include ripgut grass, red brome, African fountain grass (*Pennisetum setaceum*), tocalote (*Centaurea melitensis*), Australian saltbush (*Atriplex semibaccata*), and cheeseweed (*Malva parviflora*). Approximately 6.72 acres of disturbed land occurs within the BSA.

*Ornamental (Tier IV; Holland Code 11000)*

Ornamental plantings occur throughout the study area, adjacent to shopping centers and residential areas (Figure 4.2-2). Characteristic species include Brazilian pepper tree, Canary Island date palm, cape plumbago (*Plumbago auriculata*), lantana (*Lantana camara*), Canary Island aeonium (*Aeonium arboretum*), and Hawaii myoporum (*Myoporum sandwicense*). Approximately 0.61 acre of ornamental plantings occurs within the BSA.

*Urban/Developed (Holland Code 12000)*

Urban/Developed land is the dominant cover type in the study area (Figure 4.2-2). The urban/developed areas consist of shopping centers, residential areas, and paved roads and parking lots. Approximately 30.48 acres of urban/developed land occurs within the BSA.

**Jurisdictional Waters and Wetlands**

The U.S. Army Corps of Engineers (USACE) 1987 wetlands delineation manual (Environmental Laboratory 1987) and Arid West Supplement (Environmental Laboratory 2008) were used to evaluate potential jurisdictional waters and wetlands in the survey area. The 1987 manual and the 2008 Arid West Supplement provide technical guidelines and methods for a three-parameter approach to determining the existence and boundaries of federal jurisdictional wetlands. This approach requires that to be considered a federal jurisdictional wetland, an area support positive indicators of hydrophytic vegetation, hydric soils, and wetland hydrology. Areas not considered a wetland but that have a defined bed and bank with an ordinary high water mark (OHWM) and have connectivity with a traditionally navigable water are considered nonwetland waters of the U.S. as defined by 33 CFR 328.3(e). A formal wetland delineation was not completed for this project[1], however a field reconnaissance-level jurisdictional assessment was conducted during

[1] If impacts to waters of the U.S. and state are proposed, a formal delineation would be required to formally define jurisdictional limits of waters of the U.S. and to determine accurate impact calculations.

the general biological survey of the study area to determine the jurisdictional limits for waters of the U.S. and state. In addition to the field reconnaissance survey, the following sources were also used to define the limits of waters of the U.S. and state: the national hydrography dataset (USGS, 2014); 2012 USDA national agriculture imagery aerial maps of the BSA (USDA, 2012); and the national wetlands inventory wetlands mapper (USFWS, 2014c). A total of 3.98 acres of jurisdictional waters and wetlands occurs within the BSA. Of these acres, 1.05 acres are considered waters of the U.S. and state under the regulatory purview of the USACE, Regional Water Quality Control Board (RWQCB), California Department of Fish and Wildlife (CDFW), and City of San Diego. The remaining 2.93 acres is nonwetland riparian habitat and considered potential waters of the state regulated by CDFW and the City of San Diego. As defined by CWC Section 13050[e], waters of the state under the purview of the RWQCB requires the presence of surface water or groundwater. The 2.93 acres of riparian is associated with surface or groundwater in Chollas Creek.

Total jurisdictional waters are listed by type in Table 4.2-3 by habitat type, according to Holland (1986), Oberbauer et al. (2008), and the *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et al. 1979). Waters of the U.S. include open water (64100) and concrete channel (12000) within the confines of the Chollas Creek channel. Waters of the state are composed of disturbed wetland (11200), eucalyptus woodland (79100), and ornamental (11000) types. Jurisdictional areas are depicted in Figure 4.2-3.

**Table 4.2-3**
**Potential Waters of the U.S. and State Occurring within the BSA**

| Type of Jurisdictional Waters of the U.S. and State | Type of Habitat (Holland 1986, Oberbauer et al. 2008) | Type of Habitat (Cowardin et al. 1979) | Area of Aquatic Resource (acres) |
|---|---|---|---|
| **Jurisdictional Waters of the U.S. (USACE, RWQCB, CDFW, and City of San Diego)** | | | |
| Other Waters | Open Water (64100) | Riverine; Intermittent; Streambed; Cobble-gravel | 0.91 |
| Other Waters | Concrete Chanel (12000) | Riverine; Intermittent; Artificially Concrete-lined; Fresh | 0.14 |
| *Subtotal Jurisdictional Waters of the U.S.* | | | *1.05* |
| **Jurisdictional Waters of the State (CDFW and City of San Diego)** | | | |
| Nonwetland Riparian | Disturbed Wetland (65000) | Palustrine; Forested Broad-leaved, Deciduous, Seasonally Flooded, Fresh | 2.42 |
| Nonwetland Riparian | Ornamental (11000) | Palustrine; Forested Broad-leaved, Deciduous, Seasonally Flooded, Fresh | 0.36 |
| Nonwetland Riparian | Eucalyptus Woodland (79100) | Palustrine; Forested Broad-leaved, Deciduous, Seasonally Flooded, Fresh | 0.15 |
| *Subtotal Jurisdictional Waters of the State (exclusively CDFW)* | | | *2.93* |
| **Grand Total Jurisdictional Waters** | | | **3.98** |

CDFW = California Department of Fish and Wildlife; MHPA = Multiple Habitat Planning Area; RWQCB = Regional Water Quality Control Board; USACE = U.S. Army Corps of Engineers

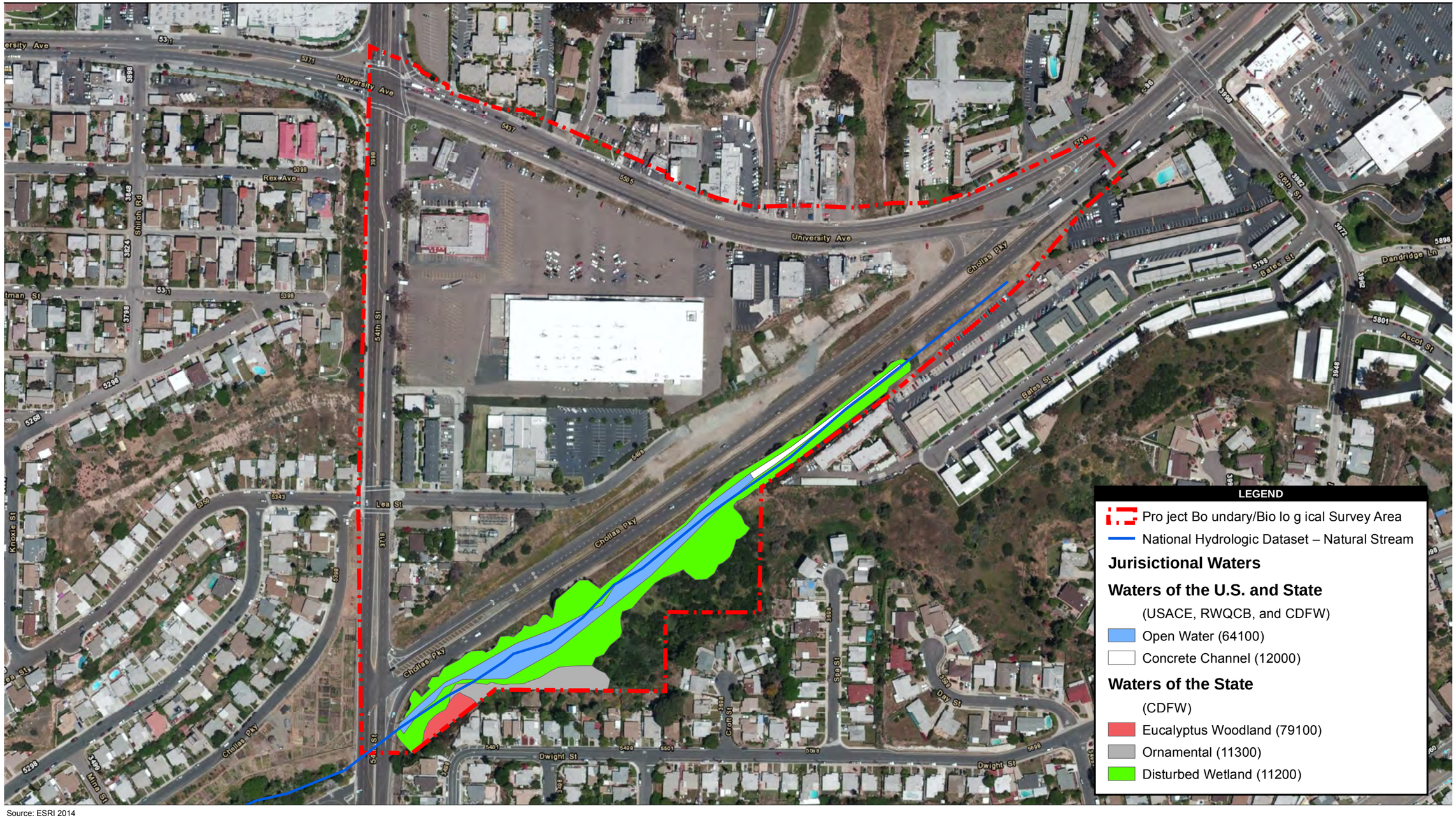
Wetlands are considered sensitive biological resources under the Environmentally Sensitive Lands (ESL) Regulations and are regulated by the City. The San Diego Land Development Code Biology Guidelines (City of San Diego 2012a) provide the following guidance for defining wetlands regulated by the City:

1. Wetland Vegetation Communities: Naturally occurring wetland vegetation communities (as described by Holland [1986], revised Holland [Oberbauer et al. 2008], Cowardin et al. [1979], Sawyer, Keeler-Wolf, and Evans [2007] and/or Zedler [1987]) characteristically dominated by hydrophytic vegetation. Wetland vegetation communities, include but are not limited to, salt marsh, brackish marsh, freshwater marsh, riparian forest, oak riparian forest, riparian woodlands, riparian scrub, and vernal pools;
2. Presence of Hydric Soils or Wetland Hydrology: Areas lacking naturally occurring wetland vegetation communities due to human activities and/or disturbance, or catastrophic or recurring natural events, are considered wetlands if hydric soils or wetland hydrology is present;
3. Historic Wetlands that have been filled without Permits: Areas lacking wetland vegetation communities, hydric soils, and wetland hydrology due to nonpermitted filling of previously existing wetlands are considered a wetland under the ESL; and
4. Previously Mapped Wetlands: Areas previously mapped as wetlands (labeled Map No. C-713 and C-740, available for viewing at the City's Development Services Department).

The purpose of the City's definition of wetlands is to determine and differentiate upland communities from wetland communities. Additionally, this wetland definition allows for clarification between naturally occurring wetlands and wetland areas created by human activities. Artificially created wetlands in historically nonwetland areas are not regulated by the City unless they have been delineated as wetlands by USACE, and/or CDFW (City of San Diego 2012a). Based on the City's definition of wetlands, potential City wetlands occur within the BSA, as surveyed during the reconnaissance-level jurisdictional assessment.

**General Botanical and Zoological Resources**

During the general biological survey conducted within the BSA, 100 plant species were observed; of these, 61 are nonnative (Appendix D – Chollas Triangle BTR [see Appendix A] of BTR]). The species detected are representative of the vegetation communities located within the BSA.




Source: ESRI 2014

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Scale: 13,000; 1 inch = 250 feet

**Figure 4.2-3**
**Potential Jurisdictional Waters of the US and State**



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Suitable breeding and foraging habitat for wildlife occurs within the disturbed wetland, Diegan coastal sage scrub, and non-native grassland vegetation communities. Suitable nesting habitat for raptors and other birds occurs within the eucalyptus woodland vegetation community. Although residential and industrial development occurs on surrounding parcels, the southern portion of the property along Chollas Creek serves as a local linkage for wildlife. A total of 14 species of birds, and the sign of one mammal, were observed during the general biological survey conducted within the BSA (Appendix D – Chollas Triangle BTR [see Appendix B of BTR]). These wildlife species observed reflect an assemblage of typical species encountered in native habitats within disturbed and urban areas. Native fish were not observed and are not anticipated to occur in Chollas Creek due to the dry and stagnant conditions of the creek.

**Special-Status Species**

Special-status species are plant and animal species that have been afforded special recognition by federal, state, or local resource agencies or organizations. Special-status species are of relatively limited distribution and may require specialized habitat conditions. Special-status species are defined as meeting one or more of the following criteria:

- Listed or proposed for listing under the California Endangered Species Act (CESA) or the Federal Endangered Species Act (FESA)
- Protected under other regulations (e.g., Migratory Bird Treaty Act [MBTA])
- CDFW Species of Special Concern
- Listed as a species of concern by CNPS or U.S. Fish and Wildlife Service (USFWS)
- Receive consideration during environmental review under CEQA
- Covered under the MSCP

Prior to conducting biological surveys within the BSA, a search of the CNDDB and CNPS databases was conducted for the National City quadrangle and surrounding eight quadrangles (El Cajon, Imperial Beach, La Mesa, Otay Mesa, Jamul Mountains, Point Loma, Poway, and San Vicente Reservoir). The results of the data query and review of adjacent project data were then refined through site visits involving habitat assessments for these species. The following criteria were used to determine the potential for occurrence on the site for each special-status species evaluated:

- Present: Species is known to occur, based on CNDDB or other records, and/or was observed on-site during the site survey.
- High potential: Species is known to occur near the site (based on CNDDB or other records within the nine-quad search of the site or based on professional expertise specific

to the site or species), and there is highly suitable habitat on-site. Based on this designation, a plant species is likely to be found if rare plant surveys are conducted in the spring or fall flowering season, depending on the species, and a wildlife species is likely to be detected during focused surveys conducted in the breeding season.

- Moderate potential: Species is known to occur in the vicinity of the site; however, only marginally suitable habitat is present on the site.
- Low potential: Species is not known to occur on or in the vicinity of the site, and there is poor quality habitat for the species within the site.
- Unlikely: Species is outside of its elevational or habitat range, so potential for occurrence is extremely low.

The vegetation communities present within the survey area have the potential to provide habitat for four special-status plant species, and seven special-status wildlife species.

Special-Status Plant Species

Based on searches of the CNDDB and Jepson Online Interchange, 40 special-status plant species have been documented within the nine quadrangle project vicinity and were assessed for potential to occur within the BSA (Appendix D – Chollas Triangle BTR [see Table 4 of BTR]). Of these species, four were determined to have low potential to occur in the BSA based on habitat conditions and regional location: California adolphia (*Adolphia californica*), Palmer's goldenbush (*Ericameria palmeri* var. *palmeri*), San Diego barrel cactus (*Ferocactus viridescens*), and San Diego marsh elder (*Iva hayesiana*). No federally listed or state-listed plant species or MSCP Narrow Endemic species were detected or determined to have moderate or high potential to occur within the BSA.

*San Diego Barrel Cactus*

San Diego barrel cactus ranges from coastal southern California south to Baja California, Mexico. Hillsides of Diegan coastal sage scrub, often at the crest of slopes and growing in cobbles, is optimal habitat for this species. The species is also occasionally found on the periphery of vernal pools and mima mound topography. Many small and mid-sized populations are routinely impacted by grading for urban development (Reiser 2001). The Diegan coastal sage scrub habitat within the BSA is highly disturbed and not likely to support populations of San Diego barrel cactus. This species is visible year-round and, if present within the BSA, would have been detected during the habitat assessment.

*California Adolphia*

California adolphia is a perennial, deciduous shrub, which ranges from coastal southern California south to Baja California, Mexico. This species is often intermixed with Diegan coastal sage scrub, and occasionally on the periphery of chaparral habitats (Reiser 2001). The Diegan coastal sage scrub habitat within the BSA is highly disturbed and not likely to support populations of adolphia. This species is visible year round and if present within the BSA would have been detected during the habitat assessment.

*Palmer's Goldenbush*

Palmer's goldenbush is a perennial, evergreen shrub, which ranges from coastal southern California south to Baja California, Mexico. This sizeable shrub grows along coastal drainages, in mesic chaparral sites, or rarely in Diegan coastal sage scrub (Reiser 2001). The habitat on-site is not within a coastal drainage, and no chaparral exists within the BSA. This species is visible year round and if present within the BSA would have been detected during the habitat assessment.

*San Diego Marsh Elder*

San Diego marsh elder is a perennial, evergreen shrub, which ranges from coastal southern California south to Baja California, Mexico. Creeks or intermittent streambeds are the preferred habitat for this low-growing shrub. Typically, the riparian canopy is open allowing for sunlight to reach the marsh elder (Reiser 2001). The preferred habitat for this species within the BSA is highly disturbed and thickly vegetated and not likely to support populations of marsh elder. This species is visible year round and if present within the BSA would have been detected during the habitat assessment.

Special-Status Wildlife Species

Based on searches of the CNDDB, 40 special-status wildlife species are known from the nine quadrangle project vicinity and were assessed for potential to occur within the BSA (Appendix D – Chollas Triangle BTR [see Table 5 of BTR]). Of these 40 sensitive wildlife species, seven were determined to have some potential to occur in the BSA based on habitat conditions and regional location. Two special-status wildlife species have moderate potential to occur within the BSA: two-striped garter snake (*Thamnophis hammondii*; CDFW Species of Special Concern) and Mexican long-tongued bat (*Choeronycteris mexicana*; CDFW Species of Special Concern). The remaining five special-status wildlife species, Coastal California gnatcatcher (*Polioptila californica californica*; Federally threatened species, CDFW Species of Special Concern and

MSCP covered), least Bell's vireo (*Vireo belli pusillus*; Federally endangered, State endangered, and MSCP covered), Orange-throated whiptail (*Aspidoscelis hyperythra beldingi*; CDFW Species of Special Concern and MSCP covered), Coastal western whiptail (*Cnemidophorus tigris multiscutatus*; USFWS Species of Special Concern), and Coronado Island skink (*Plestiodon skiltonianus interparietalis*; CDFW Species of Special Concern) have low potential to occur within the BSA. These species are discussed in further detail below.

*Coastal California gnatcatcher*

Coastal California gnatcatcher is a small songbird that occurs in coastal sage scrub habitat in Southern California and Baja California. The primary cause of this species' decline is the cumulative loss of coastal sage scrub vegetation to urban and agricultural development (USFWS 1991). Gnatcatchers generally inhabit Diegan coastal sage scrub and Riversidian coastal sage scrub dominated by California sagebrush and California buckwheat, generally below 1,500 feet in elevation and along the coastal slope. This species typically avoids slopes greater than 25% with dense, tall vegetation when nesting. The potential for coastal California gnatcatcher to occur within the BSA is very low, based on the poor habitat quality. As previously described, Diegan coastal sage scrub in the BSA is dominated by lemonade berry and lacks California sagebrush and California buckwheat.

*Least Bell's vireo*

Least Bell's vireo is a small songbird that breeds in riparian habitat throughout southern California. It arrives in San Diego County in late March and early April and leaves for its wintering grounds in September. This species is in decline due to loss, degradation, and fragmentation of riparian habitat. Least Bell's vireo is restricted to riparian woodland with dense mulefat and young willows under a canopy of tall willows. The potential for this species to occur within the BSA is low, based on the generally poor quality of habitat along Chollas Creek and lack of specific habitat requirements.

*Orange-throated whiptail*

Orange-throated whiptail is a small lizard species strongly associated with coastal sage scrub habitat. This species is found throughout Southern California and northern Baja California. Orange-throated whiptail may occur in coastal sage scrub, chaparral, edges of riparian woodlands and washes, and in weedy, disturbed areas adjacent to these habitats. Orange-throated whiptails emerge from hibernation in February and March, but some populations may be active throughout the year (Stebbins 2003). Mating may take place May through July, and females deposit two to three eggs. Hatchlings are observed in August. Habitat quality in the BSA is poor

for orange-throated whiptail. Therefore, the potential for this species to occur within the BSA is low.

*Coastal western whiptail*

Coastal western whiptail is a relatively large lizard species associated with coastal sage scrub, chaparral, woodland, and desert and semiarid habitats. This species is found throughout Southern California and northern Baja California. It is often associated with dense vegetation such as chaparral and sage scrub, especially in and around sandy washes and streambeds (Stebbins 2003). Habitat quality for coastal western whiptail in the BSA is poor. Therefore, the potential for this species to occur within the BSA is low.

*Coronado Island skink*

Coronado Island skink is a small, slim amphibian that occurs in grassland, woodlands, pine forests, chaparral, and especially in open sunny areas such as clearings and the edges of creeks and rivers (Stebbins 2003). This species prefers rocky areas near streams with extensive vegetation, but it is also found in areas away from water. Habitat quality in the BSA is poor for Coronado Island skink. Therefore, the potential for this species to occur within the BSA is low.

*Two-striped garter snake*

The two-striped garter snake is distributed from central California as far south as the La Presa region in Baja California (Jennings and Hayes 1994). In Southern California, it occurs in a variety of habitats, from the coast to the foothills and mountains. This species is most frequently encountered in the immediate vicinity of permanent or semipermanent sources of water, bordered by dense vegetation. Two-striped garter snake is diurnal and forages along streams, feeding on small fish, amphibians and amphibian larvae, small mammals, and invertebrates (Fitch 1941; Nussbaum et al. 1983; Rathburn et al. 1993). This species has moderate potential to occur in suitable habitat along Chollas Creek.

*Mexican long-tongued bat*

Mexican long-tongued bat is known in California only from San Diego County and as a summer resident in mostly urban habitat (Arroyo-Cabrales 1999; Olson 1947). In New Mexico and Arizona, these bats have been found from sea level to 25,833 feet, in desert and montane riparian, desert succulent shrub, desert scrub, and pinyon-juniper habitats. This species uses caves, mines, and buildings to roost in the day. As a nectar feeder, although known to eat fruits on occasion and insects rarely, the Mexican long-tongued bat migrates to follow flowering food

plants, particularly agave and yucca (Arroyo-Cabrales 1999). These bats can be found as solitary individuals or in groups of up to several dozen. Suitable foraging habitat is present along Chollas Creek, and suitable roosting habitat is present in the surrounding urban setting, within the BSA. This species has moderate potential to occur within the BSA due to the presence of roosting habitat and its adaptation to urban environments.

**Wildlife Corridors and Habitat Linkages**

Wildlife movement corridors, also called dispersal corridors or landscape linkages, are linear features whose primary wildlife function is to connect at least two significant habitat areas (Beier and Loe 1992). Other definitions of corridors and linkages are as follows:

1. A corridor is a specific route used for movement and migration of species. A corridor may be different from a "linkage" because it represents a smaller or narrower avenue for movement. "Linkage" means an area of land that supports or contributes to the long-term movement of wildlife and genetic material.
2. A linkage is a habitat area that provides connectivity between habitat patches, and year-round foraging, reproduction, and dispersal habitat for resident plants and animals.

Wildlife corridors and linkages are important features in the landscape, and the viability and quality of a corridor or linkage are dependent on site-specific factors. Topography and vegetative cover are important factors for corridors and linkages, and should provide cover for both predator and prey species. Wildlife corridors and linkages should direct animals to areas of contiguous open space or resources and away from humans and development. The corridor or linkage should be buffered from human encroachment and other disturbances (e.g., light, loud noises, domestic animals) associated with developed areas that have caused habitat fragmentation (Schweiger et al. 2000). Wildlife corridors and linkages may function at various levels depending on these factors and, as such, the most successful of wildlife corridors and linkages accommodate all or most of the necessary life requirements of predator and prey species.

Width and connectivity are assumed to be the primary factors of a "good" corridor (Forman 1987); "stepping stone reserves" for pollinators, seed dispersers, and other flying species such as birds, bats, and insects should also be included as "good" factors (Soulé 2003). The level of connectivity needed to maintain a population of a particular species varies with the demography of the population, including population size, survival and birth rates, and genetic factors such as the level of inbreeding and genetic variance (Rosenberg et al. 1997). Areas not considered functional wildlife dispersal corridors or linkages are typically obstructed or isolated by

concentrated development and heavily traveled roads, known as "chokepoints." One of the worst scenarios for dispersing wildlife occurs when a large block of habitat leads animals into "cul-de-sacs" of habitat surrounded by development. These habitat cul-de-sacs frequently result in adverse human/animal interface.

The BSA occurs primarily within urban development and is surrounded by residential and industrial development. The southern portion of the BSA consists of a narrow strip of disturbed wetland vegetation associated with Chollas Creek. The riparian habitat surrounding Chollas Creek is approximately 180 feet wide, at its widest, by 1,645 feet long. The Chollas Creek habitat provides refuge for wildlife and may act as a local habitat linkage and corridor for local wildlife movement, but does not function as part of a larger regional wildlife corridor. The BSA does not include a designated MSCP regional wildlife corridor, but approximately 4.7 acres of the project site, along Chollas Creek, are within the Multiple Habitat Planning Area (MHPA), as delineated in the City's MSCP Subarea Plan. The portion of the MHPA that is within the project site is not contiguous with a wildlife corridor or linkage, as it is surrounded by urban development.

**Steep Slopes**

The City of San Diego's ESL Regulations define steep slopes containing sensitive biological resources as a sensitive resource. The definition of steep slopes is those areas with greater than 25 percent slope with a height differential of more than 50 feet. Manufactured slopes within the developed areas of the BSA meet the definition of a steep slope, but do not contain sensitive biological resources or vegetation communities. Steep slopes occur adjacent to Chollas Creek within the BSA.

**Multiple Habitat Planning Area**

The Chollas Creek portion of the project site includes approximately 4.7 acres of the MHPA (Figure 4.2-4). Project uses within the MHPA portion of the BSA may include restoring and enhancing native habitat and enhancing public access. To maintain consistency with the MSCP, the design and implementation of project uses must comply with all applicable objective, policies, and guidelines of the Subarea Plan, including specified compatible land uses, general planning policies and design guidelines, land use adjacency guidelines, management goals and objectives, general management directives, and fire management guidelines.

The following subset of general planning policies and design guidelines from Section 1.4.2 of the Subarea Plan would be applicable to and will be implemented for potential future projects within or adjacent to the MHPA:


Source: FEMA 2007

500 250 0 500 Feet

Scale: 1:6,000; 1 inch = 500 feet

**Figure 4.2-4**
**Sensitive Biological Resources and MHPA**



*Path: P:\2011\60218434\06GIS\6.3_Layout\EIR\Fig4_2_4_Sens_Bio.mxd, 11/19/2014, sorensenj*

- Temporary construction areas and roads, staging areas, or permanent access roads must not disturb existing habitat unless determined unavoidable. All such activities must occur on existing agricultural lands or in other disturbed areas rather than in habitat. If temporary habitat disturbance is unavoidable, then restoration of, and/or mitigation for, the disturbed area after project completion will be required.
- Construction and maintenance activities in wildlife corridors must avoid significant disruption of corridor usage. Environmental documents and Mitigation Monitoring and Reporting Programs covering such development must clearly specify how this will be achieved, and construction plans must contain all the pertinent information and be readily available to crews in the field. Training of construction crews and field workers must be conducted to ensure that all conditions are met.
- Fencing or other barriers will be used where it is determined to be the best method to achieve conservation goals and adjacent to land uses incompatible with the MHPA. For example, use chain link or cattle wire to direct wildlife to appropriate corridor crossings, natural rocks/boulders or split rail fencing to direct public access to appropriate locations, and chain link to provide added protection of certain sensitive species or habitats (e.g., vernal pools).
- Lighting shall be designed to avoid intrusion into the MHPA and effects on wildlife. Lighting in areas of wildlife crossings should be of low-sodium or similar lighting.
- Signage will be limited to access and litter control and educational purposes.
- Prohibit storage of materials (e.g., hazardous or toxic, chemicals, equipment, etc.) within the MHPA and ensure appropriate storage per applicable regulations in any areas that may impact the MHPA, especially due to potential leakage.

The following adjacency guidelines from Section 1.4.3 of the Subarea Plan would be applicable to and will be implemented for potential future projects within or adjacent to the MHPA:

- **Drainage.** All new and proposed parking lots and developed areas must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials, and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA.
- **Toxics**. Land uses, such as recreation and agriculture, that use chemicals or generate by-products, such as manure, that are potentially toxic or impactful to wildlife, sensitive species, habitat, or water quality need to incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA.

- **Lighting**. Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with noninvasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting.

- **Noise**. Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas, and any other use that may introduce noises that could impact or interfere with wildlife utilization of the MHPA. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and/or be curtailed during the breeding season of sensitive species. Adequate noise reduction measures should also be incorporated for the remainder of the year.

- **Barriers**. New development adjacent to the MHPA may be required to provide barriers (e.g., noninvasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundaries to direct public access to appropriate locations and reduce domestic animal predation.

- **Invasives**. No invasive nonnative plant species will be introduced into areas adjacent to or in the MHPA.

- **Brush Management**. New residential development located adjacent to and topographically above the MHPA must be set back from slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zone 2may be located in the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. Zone 2 will be increased by 30 feet, except in areas with a low fire hazard severity rating where no Zone 2 would be required.

- **Grading/Land Development**. Manufactured slopes associated with site development will be included within the development footprint for projects adjacent to the MHPA.

Management objectives for the MHPA from Section 1.5.2 of the Subarea Plan would be applicable to potential future projects within or adjacent to the MHPA, including:

- To ensure the long-term viability and sustainability of native ecosystem function and natural processes throughout the MHPA.

- To protect the existing and restored biological resources from intense or disturbing activities within and adjacent to the MHPA while accommodating compatible public recreational uses.

- To enhance and restore, where feasible, the full range of native plant associations in strategic locations and functional wildlife connections to adjoining habitat in order to provide viable wildlife and sensitive species habitat.

- To facilitate monitoring of selected target species, habitats, and linkages in order to ensure long-term persistence of viable populations of priority plant and animal species and to ensure functional habitats and linkages.

- To provide for flexible management of the preserve that can adapt to changing circumstances to achieve the above objectives.

The following general management directives from Section 1.5.2 apply to all areas covered by the Subarea Plan and would be applicable to and implemented for potential future projects within or adjacent to the MHPA:

- **Mitigation.** Mitigation, when required as part of project approvals, shall be performed in accordance with the City of San Diego Environmentally Sensitive Lands Ordinance and Biology Guidelines.

- **Restoration.** Restoration or revegetation undertaken in the MHPA shall be performed in a manner acceptable to the City. Where covered species status identifies the need for reintroduction and/or increasing the population, the covered species will be included in restoration/revegetation plans, as appropriate. Restoration or revegetation proposals will be required to prepare a plan that includes elements addressing financial responsibility, site preparation, planting specifications, maintenance, monitoring and success criteria, and remediation and contingency measures.

- **Public Access, Trails, and Recreation**
    - Provide sufficient signage to clearly identify public access to the MHPA. Barriers such as vegetation, rocks/boulders or fencing may be necessary to protect highly sensitive areas. Use appropriate type of barrier based on location, setting and use.

    - Locate trails, view overlooks, and staging areas in the least sensitive areas of the MHPA. Locate trails along the edges of urban land uses adjacent to the MHPA, or the seam between land uses, and follow existing dirt roads as much as possible rather than entering habitat or wildlife movement areas. Avoid locating trails between two different habitat types (ecotones) for longer than necessary due to the typically heightened resource sensitivity in those locations.

    - In general, avoid paving trails unless management and monitoring evidence shows otherwise. Clearly demarcate and monitor trails for degradation and off-

trail access and use. Provide trail repair/maintenance as needed. Undertake measures to counter the effects of trail erosion including the use of stone or wood crossjoints, edge plantings of native grasses, and mulching of the trail.

- Minimize trail widths to reduce impacts to critical resources. For the most part, do not locate trails wider than 4 feet in core areas or wildlife corridors. Exceptions are in areas where necessary to safely accommodate multiple uses or disabled access. Provide trail fences or other barriers at strategic locations when protection of sensitive resources is required.
- Off-road or cross country vehicle activity is an incompatible use in the MHPA, except for law enforcement, preserve management or emergency purposes. Restore disturbed areas to native habitat where possible or critical, or allow to regenerate.
- Limit recreational uses to passive uses such as birdwatching, photography and trail use. Locate developed picnic areas near MHPA edges or specific areas within the MHPA, in order to minimize littering, feeding of wildlife, and attracting or increasing populations of exotic or nuisance wildlife (opossums, raccoons, skunks). Where permitted restrain pets on leashes.
- Remove homeless and itinerant worker camps in habitat areas as soon as found pursuant to existing enforcement procedures.

- **Litter/Trash and Materials Storage**
  - Remove litter and trash on a regular basis. Post signage to prevent and report littering in trail and road access areas. Provide and maintain trash cans and bins at trail access points. Impose penalties for littering and dumping. Fines should be sufficient to prevent recurrence and also cover reimbursement of costs to remove and dispose of debris, restore the area if needed, and to pay for enforcement staff.
  - Prohibit permanent storage of materials (e.g. hazardous and toxic chemicals, equipment, etc.) within the MHPA and ensure appropriate storage per applicable regulations in any areas that may impact the MHPA, due to potential leakage.
  - Evaluate areas where dumping recurs for the need for barriers. Provide additional monitoring as needed (possibly by local and recreational groups on a "Neighborhood Watch" type program), and/or enforcement.

- **Adjacency Management Issues**
  - Enforce, prevent and remove illegal intrusions into the MHPA on an annual basis, in addition to complaint basis.

- Disseminate educational information to residents adjacent to and inside the MHPA to heighten environmental awareness, and inform residents of access, appropriate plantings, construction or disturbance within MHPA boundaries, pet intrusion, fire management, and other adjacency issues.
- Install barriers (fencing, rocks/boulders, vegetation) and/or signage where necessary to direct public access to appropriate locations.

- **Invasive Exotics Control and Removal**
  - Do not introduce invasive non-native species into the MHPA. Provide information on invasive plants and animals harmful to the MHPA, and prevention methods, to visitors and adjacent residents. Encourage residents to voluntarily remove invasive exotics from their landscaping.
  - Remove giant reed, tamarisk, pampas grass, castor bean, artichoke thistle, and other exotic invasive species from creek and river systems, canyons and slopes, and elsewhere within the MHPA as funding or other assistance becomes available. Avoid removal activities during the reproductive seasons of sensitive species and avoid/ minimize impacts to sensitive species or native habitats. Monitor the areas and provide additional removal and apply herbicides if necessary. If herbicides are necessary, all safety and environmental regulations must be observed.
  - If funding permits, initiate a baseline survey with regular follow-up monitoring to assess invasion or re-invasion by exotics, and to schedule removal. Utilize trained volunteers to monitor and remove exotic species as part of a neighborhood, community, school, or other organization's activities program.
  - If eucalyptus trees die or are removed from the MHPA area, replace with appropriate native species. Ensure that eucalyptus trees do not spread into new areas, nor increase substantially in numbers over the years. Eventual replacement by native species is preferred.

- **Flood Control**
  - Perform standard maintenance, such as clearing and dredging of existing flood channels, during the non-breeding or nesting season of sensitive bird or wildlife species utilizing the riparian habitat.
  - Review existing flood control channels within the MHPA periodically (every 5-10 years) to determine the need for their retention and maintenance, and to assess alternatives, such as restoration of natural rivers and floodplains.

Section 1.6.2 of the Subarea Plan requires permanent protection of the long-term biological integrity of the MHPA and would apply to the portion of the MHPA that is within the project site. Protective measures may include use of open space easements, dedications, zoning, general plan designations or other protective measures to ensure that such lands are managed and preserved consistent with the MSCP and this Subarea Plan.

Finally, conditions described in Appendix A of the Subarea Plan, "Species Evaluated For Coverage Under the MSCP," would apply for all covered species that could occur in the project site and would be implemented for potential future projects.

**Chollas Creek Enhancement Program Area**

A portion of Chollas Creek and its surrounding habitat occurs along the southern edge of the project site and is part of the area addressed by the Chollas Creek Enhancement Program (City of San Diego 2002). This program was established to maintain natural areas of the creek in an undisturbed fashion; promote cohesive new development that integrates buildings, open space, and the creek into successful and usable areas for the community; and restore channelized creeks in urbanized areas to more natural and safe (with adequate flood protection and enhanced personal safety) conditions. Potential future projects within the proposed Chollas Creek open space would comply with the design/development guidelines described in the Program. These guidelines address wetland and upland restoration and rehabilitation, channel reconstruction, landscaping, trail systems, public art opportunities, and education and interpretive programs. The relevant design/development guidelines include:

*Wetland and Upland Restoration and Rehabilitation*

- Retain natural features, including existing vegetation, ravines, watercourses, and topographical features.
- Preserve, enhance, and maintain the existing natural setting through removal of non-native, invasive plants, retention of natural features, and including landscaping that complements the natural features.
- Restore disturbed areas.
- Avoid channelization.
- Integrate vacant parcels abutting the creek.
- Restore native wetland vegetation.
- Vegetate upland areas to complement creek habitat.
- Maintain natural drainage patterns.
- Recharge the creek's aquifer.

- Maintain and enhance water quality.
- Control erosion.
- Reclaim water.
- Address flood safety.

*Channel Reconstruction*

- Hardscape the channelization of the creek (if it should occur) with stones or stepped concrete.
- Ensure the grade of the creek wall slope is consistent with the Land Development Code requirements.
- Remove concrete channel and daylight underground channels when possible.
- Design the creek emphasizing designs that are multi-functional hydrologically and recreationally.

*Landscaping*

- Use minimum vegetation ratios (vegetation should constitute no less than 25% of the landscape design).
- Use a plant palette specific to the edge of Chollas Creek.
- Plant fast growing riparian trees and riparian understory shrubs.
- Use reclaimed water for landscaping irrigation.
- Use landscape setbacks of 10 feet minimum from the rim of the creek.
- Use porous paving materials for hardscaping.

*Trail System*

- Design trail to include natural elements.
- Address safety and maintenance during trail development.
- Enhance street trails with trees.
- Provide a buffer of at least 20 feet to accommodate a planting strip and shade trees between the creek and the public trail.

*Public Art Opportunities*

- Incorporate diverse public art throughout the design of the creek's trail system, underpasses, and bridges.

*Education and Interpretive Program*

- Recognize the creek's natural habitat through an interactive educational exhibit program.
- Promote education about Chollas Creek through interpretive centers, stations, and signs, and education programs in local schools.

### 4.2.2 Regulatory Framework

This section provides a summary of the federal and state environmental regulations that govern the biological resources applicable to the project. This section also provides a summary of other state and local environmental guidelines or listings that evaluate the rarity of species or the habitats they depend on. The descriptions below provide a brief overview of agency regulations that may be applicable to biological resources that occur in the project site, and their respective requirements.

**Federal Regulations**

Federal Endangered Species Act

The FESA of 1973 (16 United States Code [USC] §§ 1531 et seq.) directs USFWS to identify and protect endangered and threatened species and their critical habitat, and to provide a means to conserve their ecosystems. Section 9 of the FESA makes it unlawful for a person to take a listed animal without a permit. "Take" is defined by the FESA as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct" (16 USC 1532(19). Through regulations, the term "harm" is interpreted to include actions that modify or degrade habitats to a degree that significantly impairs essential behavioral patterns, including breeding, feeding, or sheltering.

Section 7 of the FESA directs USFWS to use its existing authority to conserve threatened and endangered species and, in consultation with federal agencies, ensure that any action authorized, funded, or carried out by such agency does not jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is a specific geographic area(s) that is essential for the conservation of a threatened or endangered species and that may require special management and protection. Critical habitat may include an area that is not currently occupied by the species but that will be needed for its recovery.

Section 7(a)(2) requires federal agencies to consult with USFWS to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species. In consultation for those species with critical habitat, federal actions

must also ensure that activities do not adversely modify critical habitat to the point that it will no longer aid in the species' recovery.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 USC Sections 703–712) makes it unlawful to take or possess migratory birds, except as permitted by USFWS. The MBTA protects all migratory bird, their eggs, their body parts, or their nests. Essentially all avian species native to the United States are protected under the provisions of the MBTA; introduced species and nonmigratory upland game birds are not protected by the MBTA. "Take" under the MBTA is defined "to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to pursue, hunt, shoot, wound, kill, trap, capture, or collect" protected birds (50 Code of Federal Regulations [CFR] 10.12). The current list of species protected by the MBTA includes several hundred species. Nearly all native birds in the San Diego region are considered migratory. Permits for take of nongame migratory birds can be issued only for specific activities, such as scientific collecting, rehabilitation, propagation, education, taxidermy, or protection of human health or safety and personal property.

Clean Water Act

Section 404 of the Clean Water Act (CWA) requires project proponents to obtain a permit from USACE before performing any activity that involves any discharge of dredged or fill material into "waters of the United States," including wetlands. Waters of the U.S. include navigable waters of the U.S., interstate waters, all other waters where the use or degradation or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries (33 CFR 328.3(a)). Many surface waters and wetlands in California meet the criteria for waters of the U.S. In accordance with Section 401 of the CWA, projects that apply for a USACE permit for discharge of dredged or fill material must obtain water quality certification from the appropriate RWQCB, in this case the San Diego RWQCB, indicating that the project will not violate California water quality standards.

**State Regulations**

California Endangered Species Act

California Endangered Species Act (CESA) (California Fish and Game Code [CFGC] Section 2050 et seq.) prohibits the "take" (defined as "to hunt, pursue, catch, capture, or kill") of state-listed species except as otherwise provided in state law. CESA, administered by California

Department of Fish and Wildlife (CDFW), is similar to FESA, although unlike the federal law, CESA applies incidental take prohibitions to species currently petitioned for state-listing status (i.e., candidate species). State lead agencies are required to consult with CDFW to ensure that their authorized actions are not likely to jeopardize the continued existence of any state-listed species or result in the degradation of occupied habitat.

Under Section 2081, CDFW authorizes "take" of state-listed endangered, threatened, or candidate species through incidental take permits or memoranda of understanding if (1) the take is incidental to otherwise lawful activities, (2) impacts of the take are minimized and fully mitigated, (3) the permit is consistent with regulations adopted in accordance with any recovery plan for the species in questions, and (4) the applicant ensures suitable funding to implement the measures required by CDFW.

Fully Protected Species

Prior to the development of the FESA and CESA, species were listed as "fully protected" by California. Fully protected species, including fish, amphibians, reptiles, birds, and mammals, were identified to allow for the protection of those animals that were rare or that were threatened by potential extinction. The majority of fully protected species have since been listed as threatened or endangered under the CESA and/or FESA. Per CFGC Section 4700, the possession or taking of fully protected species is only allowed as provided in CFGC Sections 2081.7 and 2835.

California Fish and Game Code Section 1602 – Streambed Alteration

All diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources are subject to regulation by CDFW under CFGC Section 1602. Under Section 1602, it is unlawful for any person, governmental agency, or public utility to do the following without first notifying CDFW:

- substantially divert or obstruct the natural flow of, or substantially change or use any material from, the bed, channel, or bank of any river, stream, or lake; or
- deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.

CDFW defines "stream" as a body of water that flows at least periodically or intermittently through a bed or channel that has banks and supports fish or other aquatic life. This definition includes watercourses with a surface or subsurface flow that supports or has supported riparian

vegetation. CDFW's jurisdiction within altered or artificial waterways is based on the value of those waterways to fish and wildlife. In practice, the CDFW typically extends its jurisdictional limit to the top of a stream, the bank of a lake, or outer edge of the riparian vegetation, whichever is wider. Riparian habitats do not always have identifiable hydric soils, or clear evidence of wetland hydrology as defined by USACE. Therefore, CDFW wetland boundaries often include, but extend beyond, USACE wetland boundaries. Jurisdictional boundaries under CFGC Sections 1600–1616 (CDFG's Lake and Streambed Alteration Program) may encompass an area that is greater than that under the jurisdiction of CWA Section 404. Therefore, jurisdictional waters of the state include jurisdictional waters of the U.S.; federal and state jurisdictions do overlap but would remain distinct for regulatory administration and permitting purposes. A CDFW Streambed Alteration Agreement must be obtained for any project that would result in an impact on a river, stream, or lake.

California Fish and Game Code Sections 3503 and 3503.5 – Protection of Birds, Nests, and Raptors

CFGC Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptors (i.e., species in the orders Falconiformes and Strigiformes), including their nests or eggs. Typical violations of these codes include destruction of active nests resulting from removal of vegetation in which the nests are located. Violation of Section 3503.5 could also include failure of active raptor nests resulting from disturbance of nesting pairs by nearby project construction. This statute does not provide for the issuance of any type of incidental take permit.

California Native Plant Protection Act

The Native Plant Protection Act (NPPA) of 1977 (CFGC Sections 1900–1913) directed CDFW to carry out the Legislature's intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA gave CDFW the power to designate native plants as "endangered" or "rare" and to protect endangered and rare plants from take.

Porter-Cologne Water Quality Control Act – California Water Code Section 13000 et seq.

Under the Porter-Cologne Water Quality Control Act (Porter-Cologne), waters of the state fall under the jurisdiction of the appropriate RWQCB. The RWQCB must prepare and periodically update water quality control plans (basin plans). Each basin plan sets forth water quality standards for surface water and groundwater, as well as actions to control nonpoint and point sources of pollution to achieve and maintain these standards. Projects that affect wetlands or

waters of the state may require waste discharge requirements from the RWQCB, which may be issued in addition to a water quality certification or waiver under Section 401 of the CWA.

Regional Water Quality Control Board

The RWQCB is the primary agency responsible for protecting water quality in California. The RWQCB regulates discharges to surface waters under the federal CWA and Porter-Cologne. The RWQCB's jurisdiction extends to all waters of the state and to all waters of the U.S., including wetlands (isolated and nonisolated conditions).

Through 401 Certification, Section 401 of the CWA allows the RWQCB to regulate any proposed federally permitted activity that may affect water quality. Such activities include the discharge of dredged or fill material, as permitted by USACE, pursuant to Section 404 of the CWA. The RWQCB is required to provide "certification that there is reasonable assurance that an activity that may result in the discharge to waters of the United States will not violate water quality standards," pursuant to Section 401. Water Quality Certification must be based on the finding that proposed discharge will comply with applicable water quality standards.

In addition, pursuant to Porter-Cologne, the RWQCB is authorized to regulate any activity that would result in discharges of waste or fill material into waters of the state, including "isolated" waters and/or wetlands (e.g., vernal pools and seeps), saline waters, and groundwater within the boundaries of the state (California Water Code [CWC] Section 13050[e]). Porter-Cologne authorizes the SWRCB to adopt, review, and revise policies for all waters of the state, and directs the RWQCB to develop and implement regional Basin Plans that recognize and are designed to maintain the unique characteristics of each region with regard to natural water quality, actual and potential beneficial uses, maintaining water quality, and addressing the water quality problems of that region (CWC Section 13050[j]). As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if a Section 404 does not apply. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

**Local Regulations**

Multiple Species Conservation Plan

The City of San Diego has developed the MSCP, which is a regional, multijurisdictional plan that provides a coordinated program issuing "take" authorization for covered species for projects that comply with the plan. The MSCP provides for the preservation of a network of habitat and open space, protecting biodiversity, and enhancing the region's quality of life. The MSCP also

provides an economic benefit by reducing constraints on future development and decreasing the costs of compliance with federal and state laws protecting biological resources. The MSCP Plan has been developed cooperatively by participating jurisdictions and special districts in partnership with the wildlife agencies, property owners, and representatives of the development industry and environmental groups. The plan has been designed to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. By identifying priority areas for conservation and other areas for future development, the MSCP streamlines existing permit procedures for development projects that impact habitat.

The ultimate goal of the MSCP is to create a regional habitat preserve system, within the MHPA, while allowing development projects to occur. The MSCP provides for a streamlined development review system that avoids the traditional project-by-project review by regulatory agencies.

The City of San Diego's MSCP Subarea Plan (City of San Diego 1997a) was prepared pursuant to the general outline developed by USFWS and CDFW to meet the requirements of the California Natural Communities Conservation Planning (NCCP) Act of 1992. The Subarea Plan forms the basis for the implementing agreement, which is the contract between the City and the wildlife agencies that ensures implementation of the Subarea Plan and thereby allows the City to issue take permits at the local level (City of San Diego 1997b).

Other City Planning Policies and Ordinances

Other applicable local planning policy documents include the City of San Diego Guidelines for Conducting Biology Surveys (City of San Diego 2012) and the City of San Diego Land Development Code Biology Guidelines (City of San Diego 2012a). As described in these guidelines, the City of San Diego established Environmentally Sensitive Land (ESL) Regulations to ensure protection of resources consistent with CEQA and the City's MSCP. ESLs include lands within the MHPA, wetlands, sensitive vegetation communities, habitat for listed species, lands supporting narrow endemics, and steep slopes. The regulations encourage avoidance and minimization of impacts to ESLs. Biology guidelines have been established that define the survey and impact assessment methodologies and mitigation requirements for unavoidable impacts (City of San Diego 2012a).

The City of San Diego Municipal Code requires protection of sensitive biological resources, which are defined in the code as:

- Lands that have been included in the MHPA as identified in the City's MSCP Subarea Plan;
- Wetlands (as defined by the Municipal Code, Section 113.0103);
- Lands outside of the MHPA that contain Tier I habitats, Tier II habitats, Tier IIIA habitats, or Tier IIIB habitats as identified in the Biology Guidelines of the Land Development Code;
- Lands supporting species or subspecies listed as rare, endangered, or threatened;
- Lands containing habitats with narrow endemic species as listed in the Biology Guidelines of the Land Development Code; and
- Lands containing habitats of covered species as listed in the Biology Guidelines of the Land Development Code.

Chollas Creek Enhancement Program

The overall goal of the Chollas Creek Enhancement Program is to create a linear park encompassing the multiple branches of Chollas Creek, including the portion immediately south of Chollas Parkway on the project site. Specific components of the program vision are to maintain natural areas of the creek in an undisturbed fashion; promote cohesive new development that integrates buildings, open space, and the creek into successful and usable areas for the community; and restore channelized creeks in urbanized areas to more natural and safe (with adequate flood protection and enhanced personal safety) conditions.

### 4.2.3 Impact Analysis

The following impact analysis assumes that implementation of potential future projects associated with proposed land use changes, the General Plan amendment, the Mid-City Communities Plan amendment, and rezoning could affect all portions of the project site. Potential impacts are evaluated based primarily on the framework developed as part of the Chollas Triangle Plan Amendment and re-zoning process. Mixed-use development would occur throughout the existing developed portions of the project site. Park space would be developed along and within most of the existing portion of Chollas Parkway located within the project site when it is vacated in the future, and the proposed park space zoning would allow development for active and passive recreation purposes.

Impact analysis and specific mitigation measures presented below focus on urban redevelopment and park space development north of Chollas Creek. Mitigation measures relate specifically to

implementation of future projects that exclude Chollas Creek. This would include projects implemented north of the southern shoulder of Chollas Parkway (i.e., north of the boundary between the areas mapped as urban/developed [roadway] and disturbed land [road shoulder] immediately north of Chollas Creek in Figure 4.2-2). If future projects can demonstrate that no biological resources are present in the project site or that impacts would be less than significant with implementation these mitigation measures, when applicable, the projects could then be processed ministerially and would not be subject to further environmental review under CEQA.

Potential future projects in the proposed Chollas Creek open space would likely be associated with implementation of the Chollas Creek Enhancement Program and are anticipated to include habitat restoration and enhancement, public access improvements, and other actions consistent with the goals of the Chollas Creek Enhancement Program. The northern boundary of the Chollas Creek open space would coincide with a 50-foot buffer established from the edge of the disturbed wetland habitat (Figure 4.2-5). No specific projects have been developed for this area, and potential effects on biological resources cannot be adequately evaluated at this time. Therefore, effects of potential future projects along Chollas Creek are generally described, but will require additional environmental review. Because potential impacts cannot be fully described and evaluated, specific mitigation measures cannot be identified. Therefore a general mitigation framework for potential future projects along Chollas Creek is provided.

**Issue 1: Would the project result in a substantial adverse impact on any species identified as a candidate, sensitive, or special status species?**

**Impact Thresholds**

A significant impact would occur if there is a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in the MSCP or other local or regional plans, policies, or regulations, or by CDFW or USFWS. The City's Significance Determination Thresholds indicate direct impacts to sensitive species can be considered significant based upon the rarity of the species and extent of impacts. Impacts on state or federally listed species and all narrow endemics should be considered significant. Impacts on certain species covered by the MSCP and other species not covered by the MSCP may be considered significant on a case-by-case basis, taking into consideration all pertinent information regarding distribution, rarity, and the level of habitat conservation afforded by the MSCP. Potentially significant indirect impacts could result from introduction of urban meso-predators and noise and lighting impacts.

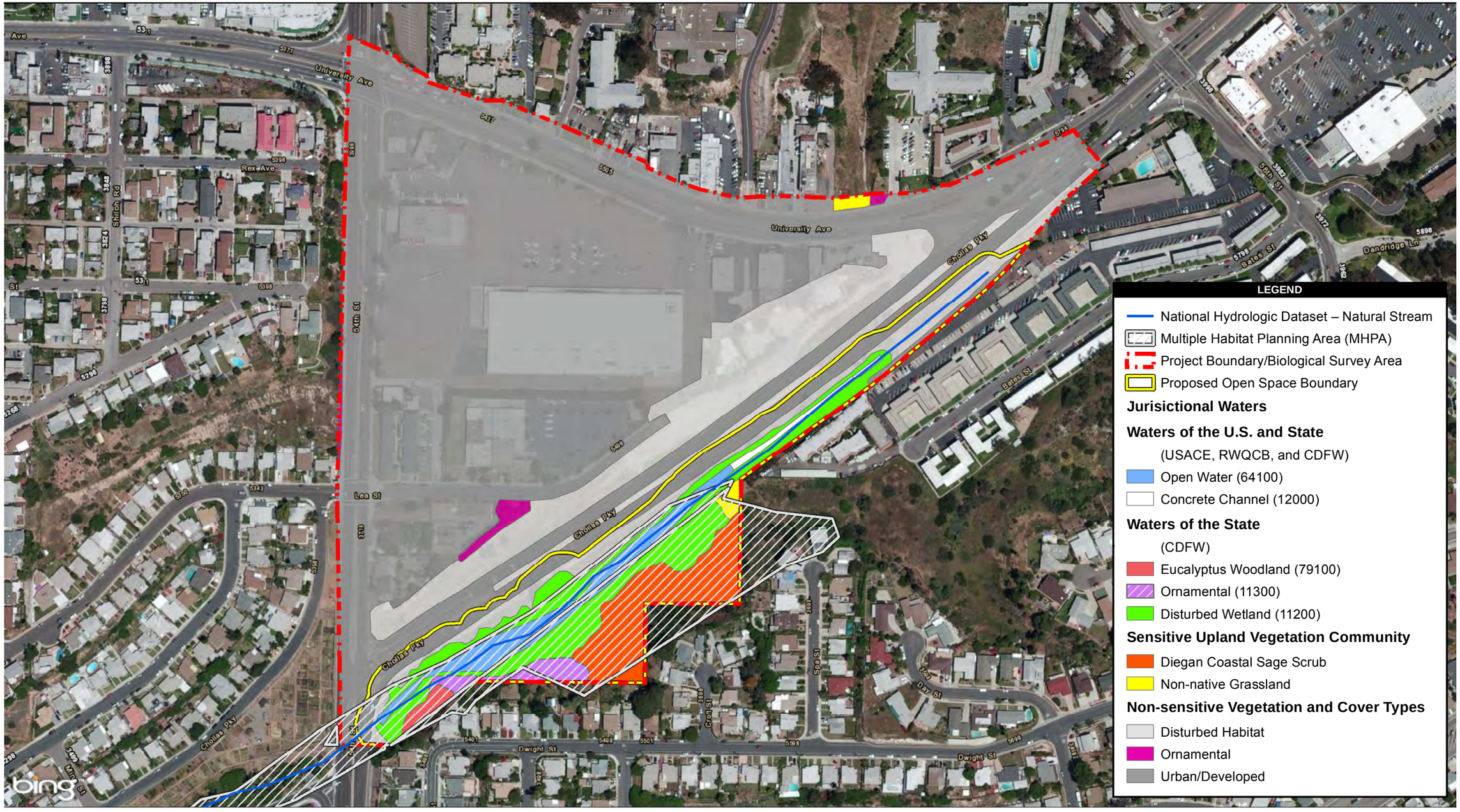
**Impact Analysis**

No special-status plants are expected to occur within the project site. All four of the species evaluated were determined to have low potential to occur because of the poor habitat quality. In addition, all of these species are visible year-round and would have been detected, if present, during the field surveys. Therefore no impact on special-status plants would result from removal of Chollas Creek Parkway, development of the park space corridor, or redevelopment of urban/developed and disturbed land to the north. In addition, no impact on special-status plants would result from implementation of potential future projects associated with enhancement of Chollas Creek.

No listed or MSCP-covered birds are anticipated to occur in the project site, but birds protected by the CFGC and MBTA could nest on buildings and in small areas of ornamental and other vegetation within the mostly developed portion of the project site, north of Chollas Parkway. Redevelopment activities within this area could result in removal and/or disturbance of active nests, potentially resulting in loss of protected birds. Nesting birds could also be adversely affected by disturbance from construction activities associated with roadway removal and park space development adjacent to Chollas Creek, if such activities occur during the breeding season. Such disturbance could result in nest failure and loss of individuals.

The Chollas Creek corridor supports suitable habitat for two-striped garter snake and Mexican long-tongued bat. Potential direct impacts to these species are limited to those that could result from implementation of future projects along the creek. However, suitable habitat for two-striped garter snake and Mexican free-tongued bat along Chollas Creek could be indirectly impacted by fugitive dust, sedimentation, and exposure to contaminants during construction activities associated with Chollas Parkway removal and park space development. Potential for long-term contaminant exposure from use of herbicides, pesticides, fertilizers, and other potentially harmful materials in maintenance of park space adjacent to riparian vegetation along Chollas Creek would be avoided by implementing Land Use Adjacency Guidelines that address toxics.

Special-status wildlife species that occupy the Chollas Creek corridor are not anticipated to suffer long-term adverse effects of developing the park space corridor. The open space boundary would be 50 feet from the edge of the creek or riparian vegetation. This would provide a buffer greater than the current distance between the creek and the high levels of disturbance associated with the existing roadway and pedestrian shoulder. Although public use of the park space would be encouraged, such use is not anticipated to increase noise levels and other sources of disturbance, compared to existing conditions.




Source: ESRI 2014, Microsoft 2010

250 125 0 250 Feet

Scale: 1:2,400; 1 inch = 200 feet

**Figure 4.2-5**
**Impacts to Sensitive Biological Resources**



*Path: P:\2011\60218434\06GIS\6.3_Layout\EIR\Fig4_2_5_Impacts_v2.mxd, 11/19/2014, sorensenj*

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Implementation of future projects associated with the Chollas Creek Enhancement Program could result in direct and indirect impacts on two-striped garter snake, Mexican free-tongued bat, and birds protected by the CFGC and/or MBTA. Impacts would primarily be restricted to the construction period, although long-term effects could result from enhancement of public access to the creek. The actual extent and nature of potential impacts cannot be fully described at this time because no specific projects are currently proposed.

**Significance of Impact**

Loss of active bird nests during construction associated with redevelopment of the area north of Chollas Parkway would be a significant impact. Disturbance of birds nesting along Chollas Creek during construction associated with roadway removal and park space development would also be a significant impact if it results in nest failure and loss of individuals ***(Impact BIO-2)***.

Construction activities associated with the future removal of Chollas Parkway and park space development could result in substantial adverse effects to habitat for two-striped garter snake along Chollas Creek. Such effects could be significant if they result in mortality of individuals. Indirect impacts on habitat for Mexican free-tongued bat are not anticipated to result in substantial adverse effects during construction; therefore, the impact to this species would be less than significant.

The future removal of Chollas Parkway and development of the park space corridor would have a long-term beneficial effect on special-status and other protected wildlife using the Chollas Creek corridor, because they would provide an open space buffer adjacent to the creek and a park space transition between the open space area and urban development. In addition, Land Use Adjacency Guidelines and other applicable MSCP Subarea Plan policies and guidelines would be implemented in design and maintenance of the park space to avoid and minimize indirect effects from public access, lighting, noise, toxic materials and other potential sources of adverse effects. Therefore potential long-term effects would be less than significant.

Although potential future enhancement projects along Chollas Creek could result in an overall benefit to habitat quality for special-status wildlife, short-term impacts could be considered significant, and significant long-term impacts could result from enhancement of public access to the creek ***(Impact BIO-1)***. Because no specific projects are currently proposed, additional environmental review will be required to accurately quantify and evaluate significance of impacts associated with future projects within the proposed Chollas Creek open space area.

**Mitigation, Monitoring, and Reporting**

Mitigation Measures for Future Projects Excluding Chollas Creek

**Mitigation Measure BIO-1:** The City shall ensure the following measures are implemented to avoid and minimize potentially significant impacts on special-status species:

- A qualified biologist shall monitor and confirm compliance with applicable MSCP Subarea Plan policies and guidelines during construction activities adjacent to sensitive habitats, including suitable habitat for special-status species. The biological monitor shall be familiar with local habitats, plants, and wildlife, and shall maintain communications with the contractor to ensure that issues relating to biological resources are appropriately and lawfully managed. Biological monitoring shall occur within designated areas during critical times, such as installation of best management practices (BMPs) and fencing to protect sensitive habitats, and to ensure that all avoidance and minimization measures are properly constructed and maintained. The project biologist shall provide a final report documenting compliance with avoidance and minimization measures within 60 days of completion of construction activities.
- Project employees and contractors on-site shall complete a worker-awareness training conducted by the biological monitor. The training shall advise workers of potential impacts on sensitive habitats and species and the potential penalties for such impacts. At a minimum, the program shall address the following topics: importance of sensitive habitats, known and potential occurrence of sensitive species in the area, a physical description and their general ecology, sensitivity of the species to human activities, legal protection afforded species and sensitive habitats, and work features designed to reduce the impacts to species and sensitive habitats. Employees and contractors shall be instructed to immediately notify the biological monitor of any incidents, such as construction vehicles that move outside of the work area boundary. The biological monitor shall be responsible for notifying the City within 72 hours of any incident.
- Orange construction fencing shall be placed along the perimeter of the identified construction, laydown, and equipment storage areas adjacent to Chollas Creek.
- BMPs shall be implemented during construction to prevent impacts to water quality in Chollas Creek.
- Spill prevention and cleanup measures shall be practiced on-site. Fuel and equipment shall be stored at least 100 feet from Chollas Creek.

- Prior to construction, the project contractor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the State's General Construction Storm Water Permit – 99-08-DWQ, and implement the SWPPP during construction. Specific measures to be incorporated into the SWPPP include the following:

    a. All equipment shall be maintained in accordance with manufacturer's recommendations and requirements.

    b. Equipment and containers shall be inspected daily for leaks.

    c. The contractor shall use off-site maintenance and repair shops as much as possible for maintenance and repair of equipment.

    d. If maintenance of equipment occurs on-site, within all areas, fuel/oil pans, absorbent pads, or appropriate containment shall be used to capture spills/leaks.

- All food-related trash such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers and/or closed trash bags and regularly removed from the project site. Feeding of wildlife shall be strictly prohibited.

Mitigation Measure BIO-2: The City shall ensure the following measures are implemented to minimize potentially significant impacts on nesting birds:

- Removal of vegetation or structures that could be used by nesting birds shall be conducted outside of the bird nesting season (February 1 through September 15), to the maximum extent feasible.
- Construction activities adjacent to Chollas Creek shall be conducted outside of the bird nesting season, to the maximum extent feasible.
- If vegetation or structure removal is not completed during the non-nesting season, a pre-construction survey shall be conducted by a qualified biologist to determine if active bird nests are present within any vegetation or structures to be removed.
- If construction occurs adjacent to Chollas Creek during the nesting season, a pre-construction survey shall be conducted by a qualified biologist to determine if active bird nests are present within 200 feet of construction areas.

If an active nest is found, an appropriately sized protective buffer shall be determined by a qualified biologist, and implementation of the buffer shall be monitored by the biologist until the young have fledged or the nest is otherwise no longer active. The buffer may be adjusted as appropriate, depending on the nest stage and disturbance level.

***Significance after Mitigation***

With implementation of Mitigation Measures BIO-1 and BIO-2, potentially significant direct and indirect impacts on special-status wildlife species from projects excluding Chollas Creek would be avoided, minimized, and/or compensated. After mitigation, this impact would be *less than significant.*

Mitigation Framework for Future Projects Along Chollas Creek

To reduce potentially significant impacts that would cause a reduction in the number of unique, rare, endangered, sensitive, or fully protected species of plants or animals, all subsequent projects that could affect habitat along Chollas Creek shall be analyzed in accordance with the CEQA Significance Thresholds, which require that site-specific biological resources surveys be conducted in accordance with the Biology Guidelines. The locations of any sensitive plant species, including listed, rare, and narrow endemic species, as well as the potential for occurrence of any listed or rare wildlife species, shall be recorded and presented in a biological resources report. Based on available habitat within the proposed open space area, focused presence/absence surveys shall be conducted in accordance with the Biology Guidelines and applicable resource agency survey protocols to determine the potential for impacts resulting from the future projects on these species. Measures shall be incorporated into the design of future projects to minimize or eliminate direct impacts on sensitive plant and wildlife species consistent with the FESA, MBTA, CESA, MSCP Subarea Plan, and ESL Regulations.

**Issue 2: Would the project result in a substantial adverse impact on any Tier I, Tier II, Tier IIIA, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development manual or other sensitive natural community?**

**Impact Thresholds**

A significant impact would occur if there is a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the City of San Diego Biology Guidelines or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or USFWS. The City's Significance Determination Thresholds indicate Tier I, II, IIIA, and IIIB upland habitats and all wetland habitats are considered sensitive and declining upland habitats and direct impacts to these resources may be considered significant. Total upland (Tiers I–IIIB) impacts of 0.1 acre or greater and wetland (including riparian) impacts of 0.01 acre or greater are considered significant. However, impacts to nonnative grasslands (Tier IIIB) that are completely surrounded by existing urban development and totaling less than 1.0 acre are not considered significant. Potentially significant

indirect impacts could result from alteration of a dynamic portion of a system, such as fire cycles, and other impacts that lead to an overall degradation of habitat quality.

**Impact Analysis**

The extent of potential impacts on vegetation communities and other land cover types within the project site is presented in Table 4.2-4. Figure 4.2-5 depicts sensitive vegetation communities and land cover types within the project site.

A very small area (0.07 acre) of one sensitive upland community—non-native grassland (Tier IIB)—along the north side of University Avenue could be converted as a result of redevelopment (Figure 4.2-5). No direct impact on any other sensitive habitats would result from removal of Chollas Parkway or redevelopment of urban areas to the north.

It is anticipated that all areas outside of the proposed Chollas Creek open space would be directly impacted by urban redevelopment, removal of the Chollas Parkway roadway, and park space development. This would include 30.48 acres of impact to urban/developed, 1.45 acres of which would be converted to open space, and 6.72 acres of impact to disturbed land, 1.71 acres of which would be converted to open space. The roadway removal also would directly impact a small area of disturbed land along the northern boundary of the open space.

**Table 4.2-4**
**Potential Impacts to Vegetation Communities**
**and Other Land Cover Types within the Project site**

| Vegetation Communities and Land Cover Types | MSCP Tier Level | Impact (acres) | | | |
|---|---|---|---|---|---|
| | | Outside Chollas Creek Open Space | Inside Chollas Creek Open Space | | Total |
| | | | Inside MHPA | Outside MHPA | |
| **Riparian and Wetlands** | | | | | **3.18** |
| Disturbed Wetland | Wetland | 0.00 | 1.10 | 2.08 | 3.18 |
| **Uplands** | | | | | **1.86** |
| Diegan Coastal Sage Scrub | II | 0.00 | 1.45 | 0.09 | 1.54 |
| Eucalyptus Woodland | IV | 0.00 | 0.15 | 0.00 | 0.15 |
| Non-Native Grassland | IIIB | 0.07 | 0.05 | 0.05 | 0.17 |
| **Other Cover Types** | | | | | **37.81** |
| Disturbed Land | IV | 5.00 | 0.00 | 1.71 | 6.72 |
| Ornamental | IV | 0.24 | 0.30 | 0.06 | 0.61 |
| Urban/Developed | N/A | 29.03 | 0.00 | 1.45 | 30.48 |
| **Total** | | **34.35** | **3.05** | **5.45** | **42.85** |

MSCP = Multiple Species Conservation Program; MHPA = Multiple Habitat Planning Area

Impacts on sensitive vegetation communities along Chollas Creek would likely result from future projects associated with implementation of the Chollas Creek Enhancement Program. Creek enhancement projects could include activities such as removal of invasive vegetation; restoration of native vegetation; and development of trails, overlooks, and other community amenities. Table 4.2-4 indicates the amount of each vegetation community currently present within the proposed Chollas Creek open space area that is potentially subject to future impacts. Because no projects are currently proposed, the actual extent of potential impacts cannot be quantified at this time, but relatively large areas of sensitive vegetation communities, including disturbed wetland and Diegan coastal sage scrub, could be affected. Project-specific biological technical reports will be required at that time to analyze/ disclose impacts of the specific project and identify mitigation.

**Significance of Impact**

Redevelopment of existing urban/developed areas north of Chollas Parkway would have no impact on any sensitive vegetation communities. Small areas of ornamental vegetation and disturbed land would likely be converted to urban/developed, but this would be considered a less-than-significant impact because these cover types provide little, if any, value as a biological resource. Conversion of urban/developed and disturbed areas along Chollas Parkway to park space and open space vegetation would also be considered less than significant because it would result in an improvement to the biological value of the area.

Although potential future enhancement projects along Chollas Creek could result in an overall benefit to habitat quality, short-term impacts could be considered significant, and significant long-term impacts could result from enhancement of public access to the creek. Because no specific projects are currently proposed, additional environmental review will be required to accurately quantify and evaluate significance of impacts associated with future projects (other than roadway removal) within the proposed Chollas Creek open space area.

**Mitigation, Monitoring, and Reporting**

Mitigation Measures for Future Projects Excluding Chollas Creek

No mitigation is required.

Mitigation Framework for Future Projects Along Chollas Creek

Future projects resulting in impacts on sensitive upland habitats along Chollas Creek (i.e., Diegan coastal sage scrub and non-native grassland south of the creek) shall implement

avoidance and minimization measures that are consistent with the Biology Guidelines and MSCP Subarea Plan, and shall provide suitable mitigation in accordance with the Biology Guidelines. Future project-level plans shall incorporate project design features to minimize direct impacts on sensitive upland vegetation communities, consistent with federal, state, and City guidelines. Any required mitigation for impacts on sensitive vegetation communities shall be at ratios based on the tier level of the vegetation community, the location of the impact, and the location of the mitigation site, and shall be outlined in a conceptual mitigation plan in accordance with the Biology Guidelines. Mitigation for impacts on sensitive vegetation communities shall be developed at the time future projects are proposed.

The migration framework for impacts on sensitive wetland habitats is presented below under Issue 3.

**Issue 3: Would the project result in a substantial adverse impact on wetlands through direct removal, filling, hydrological interruption, or other means?**

**Impact Thresholds**

A significant impact would occur if there is a substantial adverse impact on wetlands through direct removal, filling, hydrological interruption, or other means. The City's Significance Determination Thresholds indicate all wetlands are considered sensitive and declining habitats and direct impacts to these resources may be considered significant. Total wetland impacts of 0.01 acre or greater are considered significant. Potentially significant indirect impacts could result from introduction of urban runoff into a biological system; alteration of a dynamic portion of a system, such as stream flow; and loss of wetland buffers.

**Impact Analysis**

No direct impacts to wetlands would result from removal of the Chollas Parkway roadway, though part of the removal would occur within the proposed Chollas Creek open space area. Jurisdictional waters of the U.S., State, and City within the project site are restricted to Chollas Creek (Figure 4.2-5). Wetlands could, however, be indirectly impacted by fugitive dust, sedimentation, and exposure to contaminants during construction activities associated with roadway removal and subsequent park space development. Potential for long-term contaminant exposure from the use of herbicides, pesticides, fertilizers, and other potentially harmful materials in maintenance of park space adjacent to Chollas Creek would be avoided by implementation of Land Use Adjacency Guidelines that address toxics.

Table 4.2-5 summarizes existing acreage of jurisdictional areas within the Biological Study Area. These areas would potentially be impacted by future projects associated with the Chollas Creek Enhancement Program. The existing functions and values of wetlands along Chollas Creek would be preserved, and likely enhanced, by establishment of the proposed open space boundary 50 feet from the edge of the jurisdictional habitat (Figure 4.2-5). This would provide a buffer greater than the current distance between the creek and the existing roadway. In addition, converting the roadway corridor to park space/open space would reduce the amount of impermeable surface adjacent to the creek, which could reduce contamination and improve water quality.

**Table 4.2-5**
**Potential Impacts to Jurisdictional Waters and Wetlands within the Biological Study Area**

| Type of Jurisdictional Waters and Wetlands | Impact (acres) Inside Chollas Creek Open Space | | Total |
|---|---|---|---|
| | Inside MHPA | Outside MHPA | |
| **Jurisdictional Waters of the U.S. (USACE, RWQCB, CDFW, and City of San Diego)** | | | |
| Disturbed Wetland | 0.86 | 0.19 | 1.05 |
| **Jurisdictional Waters of the State (CDFW and City of San Diego)** | | | |
| Non-Native Grassland | 2.03 | 0.90 | 2.93 |
| **Total** | | | **3.98** |

CDFW = California Department of Fish and Wildlife; MHPA = Multiple Habitat Planning Area; RWQCB = Regional Water Quality Control Board; USACE = U.S. Army Corps of Engineers

Implementation of potential future projects associated with the Chollas Creek Enhancement Program (e.g., removal of invasive vegetation; restoration of native vegetation; and development of trails, overlooks, and other community amenities) could impact up to 3.98 acres of jurisdictional habitats (Table 4.2-5). Although such enhancements could result in a long-term benefit to habitat values, they could have a substantial adverse effect in the short term. Because no such projects are currently proposed, the actual extent of potential impacts cannot be adequately assessed at this time, and additional environmental review will be required to accurately quantify and evaluate significance of impacts associated with future projects along Chollas Creek.

**Significance of Impact**

Indirect impacts on wetlands during construction could be significant if they result in sedimentation or contamination that has a substantial adverse effect on water quality.

The future removal of Chollas Parkway and development of the park space corridor would likely have a long-term beneficial effect on wetlands in the Chollas Creek corridor, by providing an open space buffer adjacent to the creek and a park space transition between the open space area and urban development. In addition, Land Use Adjacency Guidelines and other applicable MSCP Subarea Plan policies and guidelines would be implemented in design and maintenance of the park space to avoid and minimize indirect effects from public access, toxic materials, and other potential sources of adverse effects. Therefore long-term effects to wetlands would be less than significant.

Although potential future enhancement projects along Chollas Creek could result in an overall benefit to wetland quality, short-term impacts could be considered significant, and significant long-term impacts could result from enhancement of public access to the creek. Because no specific projects are currently proposed, additional environmental review will be required to accurately quantify and evaluate significance of impacts associated with future projects (other than roadway removal) within the proposed Chollas Creek open space area.

**Mitigation, Monitoring, and Reporting**

Mitigation Measures for Future Projects Excluding Chollas Creek

Implement Mitigation Measure BIO-1.

**Significance after Mitigation**

With implementation of Mitigation Measure BIO-1, potentially significant indirect impacts on wetlands from projects excluding Chollas Creek would be minimized and compensated. After mitigation, this impact would be *less than significant.*

Mitigation Framework for Future Projects Along Chollas Creek

To reduce potential direct impacts to City, state, and federally regulated wetlands, all future projects along Chollas Creek shall be required to comply with USACE CWA Section 404 requirements and special conditions, CDFW Section 1602 Streambed Alteration Agreement requirements and special conditions, and the City's ESL Regulations for minimizing impacts to wetlands. Achieving consistency with these regulations for impacts on wetlands and special aquatic sites shall reduce potential impacts to regulated wetlands and provide compensatory mitigation (as required) to ensure no-net-loss of wetland habitats.

Prior to obtaining discretionary permits for future actions, a site-specific biological resources survey shall be completed in accordance with the Biology Guidelines. Any required mitigation for impacts shall be outlined in a conceptual wetland mitigation plan that is prepared in accordance with the guidelines. In addition, a preliminary or final jurisdictional wetlands delineation of the project site shall be completed following the methods outlined in the USACE 1987 Manual (Environmental Laboratory 1987) and 2008 Supplement (Environmental Laboratory 2008). A determination of the presence/absence and boundaries of any waters of the U.S. and state shall be completed following the appropriate USACE guidance documents for determining ordinary high water mark boundaries. The limits of any habitats on-site under the sole jurisdiction of CDFW shall also be delineated, as well as any special aquatic sites that may not meet federal jurisdictional criteria but are regulated by the RWQCB. Future project-level plans shall incorporate measures to minimize direct impacts to jurisdictional waters, wetlands, and other creekside habitats, consistent with federal, state, and City guidelines.

Additionally, any impacts to wetlands would require a deviation from the ESL wetland regulations. Under the wetland deviation process, projects that have wetland impacts shall be considered only pursuant to one of three options: Essential Public Project, Economic Viability Option, or Biologically Superior Option. The most appropriate option for future projects within the proposed Chollas Creek open space area is anticipated to the Biologically Superior Option.

Unavoidable impacts to wetlands shall be minimized to the maximum extent practicable and mitigated as follows:

- As part of the project-specific environmental review pursuant to CEQA, all unavoidable wetland impacts shall be analyzed, and mitigation shall be required in accordance with ratios outlined in the Biology Guidelines. Mitigation shall be based on the impacted type of wetland and project design. Mitigation shall prevent any net loss of wetland functions and values of the impacted wetland.
- For the Biologically Superior Option, the project and proposed mitigation shall include avoidance, minimization, and compensatory measures that shall result in a biologically superior net gain in overall function and values of (a) the type of wetland resource being impacted and/or (b) the biological resources to be conserved. The Biologically Superior Option mitigation shall include either (1) standard mitigation per the Biology Guidelines, including wetland creation or restoration of the same type of wetland resource that is being impacted that results in high-quality wetlands, and a biologically superior project design whose avoided area (a) is in a configuration or alignment that optimizes the potential long-term biological viability of the on-site sensitive biological resources, and/or (b) conserves the rarest and highest quality on-site biological resources; or (2) for

a project not considered consistent with "1" above, extraordinary mitigation shall be required.

The following provides operational definitions of the four types of activities that constitute wetland mitigation under the ESL Regulations:

- **Wetland creation** is an activity that results in the formation of new wetlands in an upland area. An example is excavation of uplands adjacent to existing wetlands and establishment of native wetland vegetation.
- **Wetland restoration** is an activity that re-establishes the habitat functions of a former wetland. An example is the excavation of agricultural fill from historic wetlands and the re-establishment of native wetland vegetation.
- **Wetland enhancement** is an activity that improves the self-sustaining habitat functions of an existing wetland. An example is removal of exotic species from existing riparian habitat.
- **Wetland acquisition** may be considered in combination with any of the three mitigation activities above.

Because wetland impacts within the proposed Chollas Creek open space area are most likely to be associated with creek enhancement projects, mitigation is anticipated to be incorporated into project design. Mitigation is most likely to occur in the form of on-site wetland restoration and/or wetland enhancement, depending on the project. Wetland creation may not be feasible based on spatial constraints. Acquisition of off-site wetlands may be necessary if unavoidable impacts cannot be fully mitigated on-site.

The Biology Guidelines and Subarea Plan require that impacts on wetlands be avoided and that a sufficient wetland buffer be maintained, as appropriate, to protect resource functions/values. The project-specific Biology Report(s) shall include an analysis of on-site wetlands (including City, state, and federal jurisdiction analysis) and, if present, include project alternatives that fully/substantially avoid wetland impacts. Detailed evidence supporting why there is no feasible less environmentally damaging location or alternative to avoid any impacts shall be provided for City staff review; a mitigation plan that specifically identifies how the project is to compensate for any unavoidable impacts shall also be provided. A conceptual wetland mitigation plan shall be approved by City staff prior to the release of the draft environmental document. Avoidance shall be the first requirement; mitigation shall only be used for impacts clearly demonstrated to be unavoidable.

All conditions of applicable permits obtained from USACE, RWQCB, and CDFW shall be fulfilled, including mitigation requirements. In the event of a conflict with City mitigation requirements, those of the regulatory agencies will take precedence. Prior to the commencement of any construction-related activities on-site for projects impacting wetland habitat (including earthwork and fencing), the applicant shall provide evidence of the following to the Assistant Deputy Director/Environmental Designee prior to any construction activity:

- Compliance with the USACE Section 404 Permit
- Compliance with the RWQCB Section 401 Water Quality Certification
- Compliance with the CDFW Section 1601/1603 Streambed Alteration Agreement

**Issue 4: Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?**

**Impact Thresholds**

A significant impact would occur if a project interferes substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impedes the use of native wildlife nursery sites.

**Impact Analysis**

Chollas Creek does not function as a regional wildlife corridor, but it does provide refuge for wildlife and may act as a local habitat linkage, corridor for local wildlife movement, and stopover for migrating birds. Implementation of potential future projects north of Chollas Creek, including removal of Chollas Parkway, would not have any direct impact on wildlife habitat along Chollas Creek or usage of the creek corridor as a habitat linkage. Because the creek is bordered by urban development and existing disturbance levels are very high, indirect impacts from urban redevelopment and development of park space north of the existing Chollas Parkway are not anticipated to substantially interfere with use of the habitat as foraging and nesting habitat, or to obstruct wildlife movement. However, roadway removal and park space development within the Chollas Parkway alignment would likely require movement of heavy equipment, increased noise levels, and increased human traffic adjacent to the creek during construction. After construction, the proposed open space boundary would provide a greater buffer than the current distance between the creek and existing roadway and pedestrian shoulder. Therefore, although public use of the park space would be encouraged, such use is not anticipated to increase interference with wildlife use of the creek corridor, compared to the

existing conditions. Potential impacts related to the MHPA and consistency with the MSCP are discussed below under Issue 5.

Implementation of future projects associated with the Chollas Creek Enhancement Program could adversely affect wildlife use of the creek corridor. Impacts would primarily be restricted to the construction period, although long-term effects could result from enhancement of public access to the creek. The actual extent and nature of potential impacts cannot be described at this time because no specific projects are currently proposed.

**Significance of Impact**

Construction activities associated with urban redevelopment and development of park space north of the existing Chollas Parkway would be less than significant, because they would not substantially interfere with wildlife use or movement.

Construction activities associated with the future roadway removal and park space development within the Chollas Parkway alignment would likely require movement of heavy equipment, increased noise levels, and increased human disturbance associated with construction personnel. These increased disturbance levels adjacent to the creek during could substantially interfere with wildlife use along Chollas Creek and would be a potentially significant impact.

There would likely be a long-term beneficial effect on wildlife use of the Chollas Creek corridor from removing Chollas Parkway, because replacing the roadway with park space would provide an open space buffer adjacent to the creek and a park space transition between the open space area and urban development. In addition, Land Use Adjacency Guidelines and other applicable MSCP Subarea Plan policies and guidelines would be implemented in design and maintenance of the park space to avoid and minimize indirect effects from noise, lighting, public access and other potential sources of disturbance. Therefore long-term impacts on wildlife use and movement from the future removal of Chollas Parkway and development of the park space corridor would be less than significant.

Although potential future enhancement projects along Chollas Creek could result in an overall benefit to habitat quality and contribute to improving the value of the larger Chollas Creek corridor for longer distance wildlife movements, short-term impacts could be considered significant, and significant long-term impacts could result from enhancement of public access to the creek. Because no specific projects are currently proposed, additional environmental review will be required to accurately quantify and evaluate significance of impacts associated with future projects (other than roadway removal) within the proposed Chollas Creek open space area.

**Mitigation, Monitoring, and Reporting**

Mitigation Measures for Future Projects Excluding Chollas Creek

Implement Mitigation Measures BIO-1 and BIO-2.

**Significance after Mitigation**

With implementation of Mitigation Measures BIO-1 and BIO-2, potentially significant indirect impacts on wildlife movement from projects excluding Chollas Creek would be minimized. After mitigation, this impact would be *less than significant.*

Mitigation Framework for Future Projects Along Chollas Creek

Mitigation to reduce potentially significant impacts of future projects that would interfere with the movement of wildlife species along Chollas Creek shall be identified in site-specific biological resources surveys prepared in accordance with the Biology Guidelines during the project-level review process. The Biology Report(s) shall include results of protocol surveys and recommendations for additional measures to be implemented during construction-related activities. The report shall identify the limits of habitat linkages and analyze potential impacts in relation to local fauna to minimize direct impacts on sensitive wildlife species and to provide for continued wildlife movement through the corridor.

Measures to minimize direct impacts on wildlife movement, nesting activities, and/or foraging activities shall be identified in the Biology Report(s) and incorporated into project-level construction documents. The Biology Report(s) shall include recommendations for pre-construction protocol surveys to be conducted during established breeding seasons, construction noise monitoring, and implementation of any species-specific mitigation plans to comply with the FESA, MBTA, CFGC, and/or ESL Regulations.

**Issues 5: Would the project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), NCCP, or other approved local, regional, or state habitat conservation plan or other local policies or ordinances protecting biological resources?**

**Impact Thresholds**

A significant impact would occur if there is a conflict with the provisions of an adopted HCP; NCCP; or other approved local, regional, or state habitat conservation plan, either within the MSCP Plan area or in the surrounding region or with any other local policies or ordinances

protecting biological resources. Any encroachment into the MHPA would be a significant impact, and introducing land use within an area adjacent to the MHPA that would result in adverse edge effects would also be a significant impact.

**Impact Analysis**

Designation of the Chollas Creek corridor as open space would be consistent with compatible land uses identified in Section 1.4.1 of the Subarea Plan, which indicates that passive recreation is considered conditionally compatible with the biological objectives of the MSCP and is allowed within the City's MHPA. Because the proposed park space is adjacent to a portion of the MHPA, roadway removal and park space development and maintenance would be implemented in accordance with relevant Subarea Plan general planning policies and guidelines and the Land Use Adjacency Guidelines listed above under "Multi Habitat Planning Area" in Section 4.2.1, "Existing Conditions". In addition, the proposed open space boundary would provide a greater buffer than the current distance between the creek and existing roadway and pedestrian shoulder, and proposed park space would be a more compatible land use adjacent to the MHPA than Chollas Parkway.

One of the specific project objectives is to create a safe, accessible, and attractive park environment along Chollas Creek. Vacation of Chollas Parkway, development of park space, and establishment of the proposed Chollas Creek open space would be consistent with, and facilitate implementation of, the Chollas Creek Enhancement Program, the overall goal of which is to create a linear park encompassing the multiple branches of Chollas Creek, including the portion immediately south of Chollas Parkway. Specific components of the program vision are to maintain natural areas of the creek in an undisturbed fashion; promote cohesive new development that integrates buildings, open space, and the creek into successful and usable areas for the community; and restore channelized creeks in urbanized areas to more natural and safe (with adequate flood protection and enhanced personal safety) conditions. Removing Chollas Parkway and designating approximately one-half of the vacated space as population-based parkland and the other one-half as open space would directly contribute to fulfillment of this vision.

As indicated in the project description, the Chollas Creek Enhancement Program is intended to be used as a guide to develop recommendations for future improvements along Chollas Creek. Future improvement projects are intended to comply with MSCP Subarea Plan goals, policies, and guidelines, and with applicable design/development guidelines of the Chollas Creek Enhancement Program. However, applicable policies and guidelines and specific potential conflicts with these programs cannot be evaluated at this time because no specific projects are currently proposed. Enhancement projects would likely result in a long-term overall benefit to

habitat quality and integrity of the MHPA and contribute to meeting goals of the Chollas Creek Enhancement Program, but additional environmental review will be required to fully evaluate consistency of future projects along Chollas Creek with the MSCP and the Chollas Creek Enhancement Program.

**Significance of Impact**

Removing Chollas Parkway and developing the park space corridor would likely have a long-term beneficial effect on integrity of the MHPA and effectiveness of the MSCP and Chollas Creek Enhancement Program, because they would provide an open space buffer adjacent to the creek and MHPA and a park space transition between the open space area and urban development. In addition, Land Use Adjacency Guidelines and other applicable MSCP Subarea Plan policies and guidelines would be implemented in design and maintenance of the park space to avoid and minimize indirect effects from public access, toxic materials, and other potential sources of adverse effects. Therefore, proposed roadway removal, park space development, and open space designation would not conflict with the MSCP or the Chollas Creek Enhancement Program, and this impact would be less than significant.

Although potential future enhancement projects along Chollas Creek could result in an overall benefit to the MHPA and success of the Chollas Creek Enhancement Program, short-term impacts could be considered significant, and significant long-term impacts could result from enhancement of public access to the creek. Because no specific projects are currently proposed, additional environmental review will be required to accurately quantify and evaluate significance of impacts associated with future projects (other than roadway removal) within the proposed Chollas Creek open space area.

**Mitigation, Monitoring, and Reporting**

Mitigation Measures for Future Projects Excluding Chollas Creek

No mitigation is required.

Mitigation Framework for Future Projects Along Chollas Creek

Consistency of future projects with the MSCP shall be addressed at the project-level. All projects that would be implemented within or adjacent to the designated MHPA along Chollas Creek shall incorporate features into the project and/or permit conditions that demonstrate compliance with Subarea Plan policies and guidelines, including the MHPA Land Use Adjacency Guidelines. Projects shall comply with the Land Use Adjacency Guidelines of the MSCP in

terms of land use, drainage, access, lighting, noise, invasive plant species, grading, brush management, and toxic substances in runoff. Potential mitigation measures would include sufficient buffers and design features, barriers (rocks, boulders, signage, fencing, and appropriate vegetation) where necessary, lighting directed away from the MHPA, and berms or walls adjacent to uses that may introduce construction noise or noise from future projects that could impact or interfere with wildlife use of the MHPA. The project biologist for each project shall identify specific mitigation measures to reduce impacts to below a level of significance.

Subsequent environmental review would be required to determine the significance of impacts and consistency with the MSCP. Prior to project approval, the City shall identify specific conditions of approval designed to avoid or reduce potential impacts to the MHPA. Specific measures to ensure avoidance or reduction of potential MHPA impacts may be required for future projects as part of the subsequent environmental review and permit processing. Although not anticipated to be required based on the likely nature of future projects along Chollas Creek, if an MHPA boundary adjustment is necessary, it shall be processed by the individual project applicants through the City and the wildlife agencies during the early project planning stage.

Consistency with the Chollas Creek Enhancement Program shall be addressed at the project level. All projects that would be implemented within the program area shall incorporate design/development features into the project design to demonstrate consistency with the Chollas Creek Enhancement Program. Subsequent environmental review would be required to determine the significance of impacts related to consistency with the program.

**Issue 6: Would the project introduce invasive species of plants into a natural open space area?**

**Impact Thresholds**

A significant impact would occur if invasive species of plants are introduced into a natural open space area.

**Impact Analysis**

Ornamental, grassland, and riparian vegetation in the project site is currently dominated by nonnative species. The grassland area is heavily invaded by nonnative grasses, with few or no native species, and areas of ornamental vegetation and eucalyptus woodland are exclusively composed of nonnative species. Even the densely vegetated riparian thicket habitat along Chollas Creek, the only area of open space in the project site, is dominated by nonnative, invasive species, including Canary Island date palm, Brazilian pepper tree, castor bean, and Mexican fan

palm. Development of the park space adjacent to the proposed Chollas Creek open space area and implementation of future enhancement projects along Collas Creek would be implemented in accordance with relevant MSCP Subarea Plan general planning policies and guidelines, including Land Use Adjacency Guidelines that specifically prohibit the introduction of non-native plant species into areas adjacent to the MHPA, which includes this portion of Chollas Creek.

**Significance of Impact**

Completion of the proposed roadway removal, park space development, and Chollas Creek enhancement projects in compliance with Land Use Adjacency Guidelines and other relevant policies and standards would ensure no new invasive species are introduced into the Chollas Creek open space area. Therefore, this impact would be less than significant.

**Mitigation, Monitoring, and Reporting**

Mitigation Measures for Future Projects Excluding Chollas Creek

No mitigation is required.

Mitigation Framework for Future Projects Along Chollas Creek

No mitigation is required.

# 4.3 GREENHOUSE GAS EMISSIONS AND ENERGY

This section describes global climate change and existing greenhouse gas (GHG) emission sources in the project site; summarizes applicable federal, state, and local regulations; and analyze the potential effects of GHGs from construction and operation of the proposed development on global climate change.

This section also evaluates the potential environmental effects related to energy use and conservation associated with implementation of the project. The analysis includes a review of energy consumption, including transportation energy, energy demand, alternative fuels, and nonrenewable resources. Appendix C includes additional information on the emission estimates for the project.

## 4.3.1 Existing Conditions

GHG emissions have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. Global climate change also has the potential to result in sea level rise (resulting in flooding of low-lying areas), affect rainfall and snowfall (leading to changes in water supply and runoff), affect temperatures and habitats (affecting biological and agricultural resources), and result in many other adverse effects.

GHG emissions related to human activities have been determined as likely responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's atmosphere and oceans, with corresponding effects on global circulation patterns and climate (IPCC 2007). The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, no single project alone is expected to measurably contribute to a noticeable incremental change in the global average temperature, or to a global, local, or micro climate. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

### Scientific Basis of Climate Change

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. A portion of the solar radiation that enters the earth's atmosphere is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space. This infrared radiation (i.e., thermal heat) is absorbed by GHGs within the earth's atmosphere. As a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This

phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on the earth.

GHGs are present in the atmosphere naturally, are released by natural and anthropogenic sources, and are formed from secondary reactions taking place in the atmosphere. Natural sources of GHGs include the respiration of humans, animals, and plants; decomposition of organic matter; and evaporation from the oceans. Anthropogenic sources include the combustion of fossil fuels, waste treatment, and agricultural processes. The following are GHGs that are widely accepted as the principal contributors to human-induced global climate change:

- Carbon dioxide ($CO_2$)
- Methane ($CH_4$)
- Nitrous oxide ($N_2O$)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur hexafluoride ($SF_6$)
- Nitrogen Trifluoride (NF3)

Global warming potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to $CO_2$. The GWP of a GHG is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time (i.e., lifetime) that the gas remains in the atmosphere ("atmospheric lifetime"). The reference gas for GWP is $CO_2$; therefore, $CO_2$ has a GWP of 1. The other main GHGs attributed to human activity include $CH_4$, which has a GWP of 28, and $N_2O$, which has a GWP of 265 (IPCC 2013). For example, 1 ton of $CH_4$ has the same contribution to the greenhouse effect as approximately 28 tons of $CO_2$. GHGs with lower emissions rates than $CO_2$ may still contribute to climate change, because they are more effective at absorbing outgoing infrared radiation than $CO_2$ (i.e., high GWP). The concept of $CO_2$-equivalents ($CO_2e$) is used to account for the different GWP potentials of GHGs to absorb infrared radiation.

**GHG Emissions Sources**

GHG emissions contributing to global climate change are attributable in large part to human activities. For purposes of accounting for and regulating GHG emissions, sources of GHG emissions are grouped into emission categories. ARB identifies the following main GHG emission categories that account for most anthropogenic GHG emissions generated within California:

- *Transportation:* On-road motor vehicles, recreational vehicles, aviation, ships, and rail
- *Electric Power:* Use and production of electrical energy
- *Industrial:* Mainly stationary sources (e.g., boilers and engines) associated with process emissions
- *Commercial and Residential:* Area sources, such as landscape maintenance equipment, fireplaces, and consumption of natural gas for space and water heating
- *Agriculture:* Agricultural sources that include off-road farm equipment; irrigation pumps; crop residue burning ($CO_2$); and emissions from flooded soils, livestock waste, crop residue decomposition, and fertilizer volatilization ($CH_4$ and $N_2O$)
- *High GWP:* Refrigerants for stationary and mobile-source air conditioning and refrigeration, electrical insulation (e.g., $SF_6$), and various consumer products that use pressurized containers
- *Recycling and Waste:* Waste management facilities and landfills; primary emissions are $CO_2$ from combustion and $CH_4$ from landfills and wastewater treatment

*California*

ARB performs an annual GHG inventory for emissions of the six major GHGs. As shown in Figure 4.3-1, California produced 448.1 million metric tons (MMT) of $CO_2e$ in 2011 (ARB 2013b). Combustion of fossil fuel in the transportation category was the single largest source of California's GHG emissions in 2011, accounting for 38% of total GHG emissions in the state. The transportation category was followed by the industrial category, which accounts for 21% of total GHG emissions in the state, and electric power (including in- and out-of-state sources), which accounts for 19% of total GHG emissions in the state (ARB 2013b).

*San Diego County*

The University of San Diego School of Law, Energy Policy Initiative Center has prepared a GHG inventory for San Diego County (Anders et al. 2013). The inventory includes estimates of GHG emissions for 1990, 2010, and 2020. Total GHG emissions in San Diego County in 2010 were estimated to be 32 MMT $CO_2e$. Transportation is the largest emissions sector, accounting for 14 MMT $CO_2e$, or 44% of total emissions. Energy consumption, including electricity and natural gas use, is the next largest source of emissions, at 35% of the total. The projections for 2020, assuming no changes in policy, would be 37 MMT $CO_2e$. If reductions from the state policies (e.g., Low Carbon Fuel Standard) were also included in the emission estimates, the projection for 2020 would be approximately 30 MMT $CO_2e$, about 3% above 1990 levels.

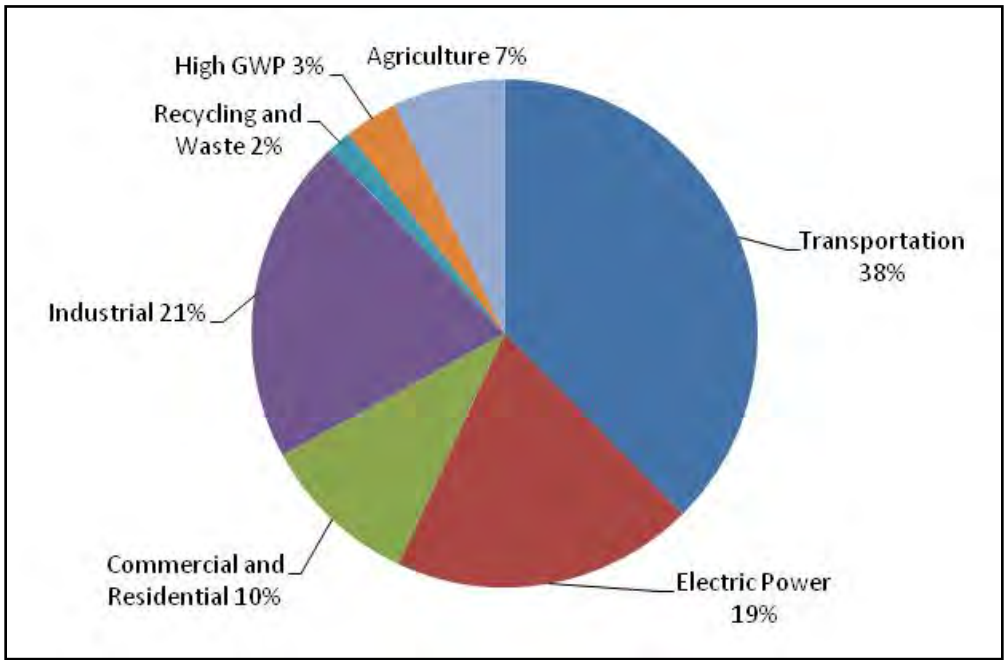


**Figure 4.3-1 2011 California GHG Emissions by Category**

*City of San Diego*

The City of San Diego emitted approximately 15.5 MMT of GHGs within its boundary in 1990 (City of San Diego 2005). Citywide emission levels were previously projected to result in an increase to 22.5 MMT per year by 2010. The most recent GHG inventory for the year 2008 estimated total emissions at 12.7 MMT $CO_2e$ per year (City of San Diego 2012b).

**Energy Sources**

In 2011, California ranked second compared to other states in total energy consumption (EIA 2014). However, the per-capita consumption rate in California is one of the lowest in the country and ranks 49th of all states. This is largely because of California's proactive energy efficiency programs and mild weather, which reduces energy demands for heating and cooling (EIA 2014).

Consistent with the sources of GHG emissions, the transportation sector accounts for approximately 38% of California's total energy demand (EIA 2014). The industrial sector accounts for 23% of the total energy consumption. The residential and commercial sectors both account for approximately 19% of the energy consumption in the state.

Residential land uses in San Diego County consume approximately 6.9 million megawatt-hours (MWh) of electricity and 325 million therms of natural gas each year (CEC 2014a). Commercial and industrial land uses in San Diego County consume approximately 12.6 million MWh of electricity and 217 million therms of natural gas each year, in addition to the energy demand from existing land uses (CEC 2014a).

### 4.3.2 Regulatory Framework

#### Federal Regulations

USEPA is the federal agency responsible for implementing the federal CAA. On April 2, 2007, in Massachusetts v. EPA, 549 U.S. 497 (2007), the Supreme Court found that GHGs are air pollutants covered by the CAA and that USEPA has the authority to regulate GHGs.

The U.S. Department of Energy (DOE) is responsible for energy policy and nuclear safety. The mission of DOE is to ensure America's security and prosperity by addressing its energy, environmental, and nuclear challenges through transformative science and technology solutions.

*Mandatory Greenhouse Gas Reporting Rule*

On October 30, 2009, USEPA published the final version of the Mandatory GHG Reporting Rule in the *Federal Register*. In general, this national reporting requirement provides USEPA with accurate and timely GHG emissions data from facilities that emit 25,000 metric tons (MT) or more of $CO_2$ per year. Subsequent rulings have expanded the emissions sources required to report emissions data, and now include oil and natural gas industries, industrial wastewater treatment, and industrial landfills. There are now a total of 41 source categories reporting emissions as a result of the Mandatory GHG Reporting Rule (USEPA 2013).

*Greenhouse Gas Findings under the Federal Clean Air Act*

On December 7, 2009, USEPA signed two distinct findings regarding GHGs under Section 202(a) of the CAA:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases—$CO_2$, $CH_4$, $N_2O$, HFCs, PFCs, and $SF_6$—in the atmosphere threaten the public health and welfare of current and future generations.

- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industries or other entities, this action was a prerequisite to finalizing the USEPA's Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles. On May 7, 2010, the final Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards were published in the *Federal Register*. The emissions standards will require model year 2016 vehicles to meet an estimated combined average emissions level of 250 grams of $CO_2$ per mile, which is equivalent to 35.5 miles per gallon if the automobile industry were to meet this $CO_2$ level solely by improving fuel economy.

On August 28, 2012, the U.S. Department of Transportation and USEPA issued a joint Final Rulemaking requiring additional federal GHG and fuel economy standards for passenger cars and light-duty trucks produced in model years 2017 through 2025. These vehicles would be required to meet an estimated combined average emissions level of 163 grams of $CO_2$ per mile in model year 2025, which is equivalent to mileage of 54.5 miles per gallon if the improvements were made solely through improvements in fuel efficiency.

In addition to the standards for light-duty vehicles, on August 9, 2011, the U.S. Department of Transportation and USEPA announced standards to reduce GHG emissions and improve the fuel efficiency of heavy-duty trucks and buses.

*Council on Environmental Quality Guidance*

On February 18, 2010, the Council on Environmental Quality (CEQ) chair issued a memorandum titled Draft National Environmental Policy Act (NEPA) Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas Emissions. The draft guidance recognizes that many federal actions would result in the emission of GHGs, and that, where a proposed federal action may emit GHG emissions "in quantities that the agency finds may be meaningful," CEQ proposes that the federal agency's NEPA analysis focus on aspects of the environment that are affected by the proposed action and the significance of climate change for those aspects of the affected environment. In particular, the guidance proposes a reference point of 25,000 MT per year of direct GHG emissions as a "useful indicator" of when federal agencies should evaluate climate change impacts in their NEPA documents. CEQ notes that this indicator is not an absolute standard or threshold to trigger the discussion of climate change impacts.

*Federal Energy Policies and Regulations*

The National Energy Act was approved by the U.S. Congress in 1978. The Act included the Public Utility Regulatory Policies Act (Public Law 95-617), Energy Tax Act (Public Law 95-318), National Energy Conservation Policy Act (NECPA) (Public Law 95-619), Power Plant and Industrial Fuel Use Act (Public Law 95-620), and the Natural Gas Policy Act (Public Law 95-621). The intent of the National Energy Act was to promote greater use of renewable energy, provide residential consumers with energy conservation audits to encourage slower growth of electricity demand, and promote fuel efficiency.

Adopted in 2005, the Energy Policy Act included a comprehensive set of provisions to address energy issues. The Energy Policy Act included tax incentives for the following: energy conservation improvements in commercial and residential buildings; fossil fuel production and clean coal facilities; and construction and operation of nuclear power plants. Subsidies were also included for geothermal, wind energy, and other alternative energy producers.

Signed into law in December 2007, the Energy Independence and Security Act included an increase in auto mileage standards and addressed conservation measures and building efficiency. The Energy Independence and Security Act also included a new energy grant program for use by local governments in implementing energy-efficiency initiatives, as well as a variety of green building incentives and programs.

**State Regulations**

ARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California CAA.

The California Energy Commission (CEC) is the state's primary energy policy and planning agency. CEC has five major responsibilities: (1) forecasting future energy needs and keeping historical energy data, (2) licensing thermal power plants 50 megawatts or larger, (3) promoting energy efficiency through appliance and building standards, (4) developing energy technologies and supporting renewable energy, and (5) planning for and directing the state response to an energy emergency.

The California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, telecommunications, railroad, and passenger transportation companies operating within California. The mission of CPUC is to serve the public interest by protecting consumers and ensuring the provision of safe, reliable utility service and infrastructure at reasonable rates.

*Assembly Bill 1493*

AB 1493 requires ARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with model year 2009. In June 2009, the USEPA Administrator granted a CAA waiver of preemption to California. This waiver allowed California to implement its own GHG emissions standards for motor vehicles beginning with model year 2009. California agencies worked with federal agencies to conduct joint rulemaking to reduce GHG emissions for passenger car model years 2017 to 2025.

*Executive Order S-3-05*

Executive Order S-3-05, signed in June 2005, proclaimed that California is vulnerable to the impacts of climate change. Executive Order S-3-05 declared that increased temperatures could reduce the Sierra Nevada's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the executive order established total GHG emissions targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80% below the 1990 level by 2050.

*Assembly Bill 32*

In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.). AB 32 further details and puts into law the mid-term GHG reduction target established in Executive Order S-3-05: reduce GHG emissions to 1990 levels by 2020. AB 32 also identifies ARB as the state agency responsible for the design and implementation of emissions limits, regulations, and other measures to meet the target.

In December 2008, ARB adopted its Climate Change Scoping Plan (Scoping Plan), which contains the main strategies California will implement to achieve the required GHG reductions required by AB 32 (ARB 2008). The Scoping Plan also includes ARB-recommended GHG reductions for each emissions sector of California's GHG inventory.The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (31.7 MMT CO2e);
- Low Carbon Fuel Standard (15.0 MMT CO2e);
- Energy efficiency measures in buildings and appliances (26.3 MMT CO2e); and
- Renewable portfolio standard for electricity production (21.3 MMT CO2e).

The Scoping Plan states that land use planning and urban growth decisions will play an important role in the state's GHG reductions because local governments have primary authority to plan, zone, approve, and permit how land is developed. For land use planning, the Scoping Plan expects a reduction of approximately 5 MMT CO2e associated with implementation of Senate Bill (SB) 375.

ARB is required to update the Scoping Plan at least once every 5 years to evaluate progress and develop future inventories that may guide this process. ARB approved the *First Update to the Climate Change Scoping Plan: Building on the Framework* in May 22, 2014. The Scoping Plan update includes a status of the 2008 Scoping Plan measures and other state, federal, and local efforts to reduce GHG emissions in California and potential actions to further reduce GHG emissions by 2020.

*Executive Order S-1-07*

Executive Order S-1-07, which was signed by then California governor Arnold Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California, at more than 40% of statewide emissions. Executive Order S-1-07 establishes a goal that the carbon intensity of transportation fuels sold in California should be reduced by a minimum of 10% by 2020. This order also directed ARB to determine if this low-carbon fuel standard (LCFS) could be adopted as a discrete early action measure after meeting the mandates in AB 32. ARB adopted the LCFS on April 23, 2009.

*Senate Bill 97*

Senate Bill (SB) 97 required the Governor's Office of Planning and Research to develop recommended amendments to the CEQA Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

*Senate Bill 375*

SB 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or an Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP). On September 23, 2010, ARB adopted regional GHG targets for passenger vehicles and light trucks for 2020 and 2035 for the 18 MPOs in California. If MPOs do not meet the GHG reduction targets, transportation projects would not be eligible for funding programmed after January 1, 2012.

This bill also extends the minimum time period for the Regional Housing Needs Allocation cycle from 5 years to 8 years for local governments located within an MPO that meet certain requirements. City or county land use policies (including general plans) are not required to be consistent with the RTP (and associated SCS or APS). However, new provisions of CEQA would incentivize qualified projects that are consistent with an approved SCS or APS, categorized as "transit priority projects."

*State Energy Policies and Regulations*

The California Energy Code (California Code of Regulations (CCR) Title 24) provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. These building energy efficiency standards are updated approximately every 3 years. On July 17, 2008, the California Building Standards Commission adopted the current 2008 California Green Building Standards Code for all new construction statewide. The 2013 Building Standards Code will become effective on July 1, 2014, and will continue to improve upon the 2008 standards. The code sets targets for energy efficiency, water consumption, diversion of construction waste from landfills, and use of environmentally sensitive materials in construction and design.

SB 1078 established California's Renewable Portfolio Standard (RPS) in 2002. SB 1078 required retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20% of their supply from renewable sources by 2017. SB 107 changed the target date to 2010. Executive Order S-14-08 expanded the state's Renewable Energy Standard to 33% renewable power by 2020. This new goal was codified in 2011 with the passage of SB X1-2. In 2013, SDG&E, which provides electricity and natural gas to the project site, used 23.6% renewable energy to provide electricity to customers (CPUC 2014).

**Local Regulations**

The Scoping Plan states that local governments are "essential partners" in the effort to reduce GHG emissions (ARB 2014). ARB also acknowledges that local governments have broad influence and, in some cases, exclusive jurisdiction over activities that contribute to significant direct and indirect GHG emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations. Many of the proposed measures to reduce GHG emissions rely on local government actions. The Scoping Plan encourages local governments to reduce GHG emissions by approximately 15% from current levels, which were 469 MMT $CO_2e$ at the time the Scoping Plan was created and are expected to rise to 507 MMT $CO_2e$ by 2020 under a "business-as-usual" scenario (ARB 2008).

San Diego Air Pollution Control District

In San Diego County, SDAPCD is the agency responsible for protecting public health and welfare through the administration of federal and state air quality laws and policies. SDAPCD has no regulations or guidance to other agencies relative to GHG emissions.

City of San Diego

*General Plan*

The City of San Diego adopted an updated General Plan in 2008. The following policies contained in the Conservation Element of the General Plan are applicable to the project:

- CE-A.5. Employ sustainable or "green" building techniques for the construction and operation of buildings.
- CE-A.8. Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings.
- CE-A.9. Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including:
- CE-A.10. Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas.
- CE-A.11. Implement sustainable landscape design and maintenance.

The General Plan Land Use Element establishes a City of Villages strategy to focus growth into mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system. A "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. This strategy to focus growth on mixed-use development can decrease VMT and reduce GHG emissions.

*Climate Protection Plans*

The City of San Diego has taken steps to address climate change impacts at a local level. On January 29, 2002, the San Diego City Council approved the San Diego Sustainable Community Program, including participation in the Cities for Climate Protection program, establishment of a

15% GHG reduction goal set for 2010, and direction to use the recommendations of a scientific advisory committee to improve the GHG Emission Reduction Action Plan and to identify additional community actions.

The City's first Climate Protection Action Plan was approved in 2005. By adopting a goal of 15% reduction of baseline (1990) levels, the City hoped to reduce its emissions to 13.2 MT of GHG per year by 2010. Measures to reduce emissions included transportation, energy efficiency and renewable energy, waste reduction and recycling, urban heat island policy, and environmentally preferable purchasing for City purchases.

The City of San Diego is currently developing a draft Climate Action Plan (CAP) (City of San Diego 2014a). The draft CAP quantifies GHG emissions; establishes reduction targets for 2020 and2035; identifies strategies and measures to reduce GHG levels; and provides guidance for monitoring progress on an annual basis. The City is currently revising the draft CAP.

### 4.3.3 Impact Analysis

According to Appendix G of the CEQA Guidelines, a project's GHG emissions and its incremental contribution to global climate change would be considered significant if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant cumulative impact on the environment, or
- Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Appendix F of the State CEQA Guidelines provides guidance for evaluation of environmental impacts related to energy. Impacts on energy conservation are considered significant if implementation of the project would:

- Result in wasteful, inefficient, and unnecessary consumption of energy during construction, operation, and maintenance of the project.

**Issue 1: Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?**

## Impact Thresholds

The City's memorandum *Addressing Greenhouse Gas Emissions from Projects Subject to CEQA* provides guidance for the evaluation of GHG emissions from land use development projects. The memorandum recommends that the conservative, quantitative threshold of 900 MT $CO_2e$ per year be used to evaluate the potential impact of a project's GHG emissions. If a project does not exceed 900 MT $CO_2e$ per year, then the climate change impacts would be less than significant.

If the project exceeds 900 MT per year, then significance would be based on whether the project would impede the implementation of AB 32. To demonstrate that the project would not impede the implementation of AB 32, the project should demonstrate how the carbon emissions generated by the project would be reduced to 28.3% below projected business-as-usual levels in 2020.

## Impact Analysis

*Construction*

Construction-related GHG exhaust emissions would be generated by sources such as heavy-duty off-road equipment, trucks hauling materials to the site, and construction worker commutes. GHG emissions generated by construction would be primarily in the form of $CO_2$. While emissions of other GHGs, such as $CH_4$ and $N_2O$, are important with respect to global climate change, emission levels of other GHGs are less dependent on the emissions-generating activities associated with the project than are levels of $CO_2$. However, emissions of $CH_4$ and $N_2O$ were included in the analysis of the project to provide an accurate estimate of total project-related emissions.

GHG emissions were estimated consistent with the assumptions in Section 4.1, Air Quality and Odors. Construction-related GHG emissions were estimated at a maximum of 602 MT $CO_2e$ per year, or 2,408 MT $CO_2e$ over the entire construction period for the project. The City recommends that the total construction GHG emissions associated with a project be amortized over 20 years and added to the operational GHG emissions. When this total is amortized over the 20-year life of the project, annual construction emissions would be approximately 120 MT $CO_2e$ per year.

*Operations*

After construction, day-to-day activities associated with operation of the project would generate emissions from a variety of sources. Operational GHG emissions may be both direct and indirect

emissions, and would be primarily generated by area and mobile sources associated with the project. Mobile-source emissions of GHGs would include vehicle trips by residents, workers, and visitors to the retail land uses. Area-source emissions would be associated with activities such as maintenance of landscaping and grounds.

Natural gas combustion for space and water heating is also a direct area source of GHG emissions. Solid waste disposal and wastewater treatment from residential and commercial uses would result in indirect, off-site emissions of GHGs. Indirect emissions sources include emissions from electricity generation at off-site utility providers. Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. Consumption of water would also result in indirect GHG emissions because of the electricity consumption associated with the off-site conveyance, distribution, and treatment of water and wastewater.

Operational GHG emissions were estimated for (1) existing conditions, (2) the project based on "business-as-usual" conditions, and (2) the project, which would incorporate state, local, and project-related GHG emission reduction measures in 2020. Consistent with the methodology in Section 4.1, Air Quality, CalEEMod was used to estimate operational GHG emissions, including transportation, electricity, natural gas, solid waste, water and wastewater, and area-source emissions. CalEEMod uses land use data entries that include project location specifics and trip generation rates.

Existing Conditions

Operational GHG emissions associated with existing land uses would include mobile source emissions associated with approximately 6,058 ADT for residents and visitors to the residential properties, commercial land uses, and service station (Fehr & Peers 2014). Consistent with the traffic study, the existing land uses include multi-family residential properties, 116,000 square feet of commercial buildings, and a service station. GHG emissions for area sources, including hearths and landscaping equipment, were estimated for the existing land uses. CalEEMod was used to estimate energy consumption and associated emissions with the existing land uses. The default values for energy consumption in CalEEMod are based on the California Commercial End Use Survey and Residential Appliance Saturation Survey studies. Water, wastewater and solid waste estimates were also based on default values in CalEEMod. The emissions associated with the existing land uses were developed based on emission factors for the year 2014.

As shown in Table 4.3-1, the existing GHG emissions were estimated at 5,102 MT CO2 per year.

Mobile sources are the largest source of estimated emissions and represent approximately 85% of the total emissions. Energy use is the next largest emissions category at 12% of the CO2e

emissions. Area sources, water use, and solid waste generation account for approximately 3% of the total CO2e emissions.

Business-as-Usual

"Business-as-usual" refers to the level of GHG emissions that the project would emit if it does not take into account any GHG reduction measures. It is a projection of GHG emissions in the future if the analysis assumes that California, the local agencies, or the project does not include any measures to reduce GHG emissions.

The project includes land use changes to be consistent with the new land use designations as recommended in the General Plan. At buildout, the project could result in the construction and operation of 486 residential units, 130,000 square feet of commercial land uses, and park areas. According to the Traffic Impact Assessment, the project would generate approximately 13,276 total ADT, or 7,218 daily trips above existing conditions (Fehr & Peers 2014). Vehicle fleet characteristics, energy consumption, waste generation, and water use and wastewater generation data specific to San Diego County were used in place of CalEEMod defaults, where available. The business-as-usual emissions for the project were estimated using 2005 emission factors, and therefore, do not include any improvements associated with state programs, such as Title 24 standards, AB 1493, or the LCFS. In addition, the business-as-usual estimates do not include any benefits associated with the project location, such as pedestrian improvements or increased transit use.

As shown in Table 4.3-1, the business-as-usual emissions for the project were estimated at 15,351 MT CO2 per year. Mobile sources were estimated at 13,332 MT CO2 per year and represent approximately 87% of the total emissions. Energy use is the next largest emissions category at 9% of the CO2e emissions. Area sources, water use, and solid waste generation account for approximately 4% of the total CO2e emissions.

Project

Operational GHG emissions were estimated for the project, which would incorporate state, local, and project-related GHG emission reduction measures in 2020. As discussed in more detail in this section, the analysis includes reduction measures associated with mobile, energy, water, waste and area emission sources. Several agencies provide guidance and methodologies to estimate overall emission reductions associated with the project. The California Air Pollution Control Officers Association (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* provides methods for quantifying emission reductions from a specified list of mitigation measures, primarily focused on project-level mitigation. The GHG emission reductions

associated with the state programs and project design features, including energy efficiency, water conservation, solid waste, and transportation improvements, were estimated using CalEEMod and the CAPCOA guidance (CAPCOA 2010).

As shown in Table 4.3-1, the operational emissions for the project were estimated at 10,218 MT CO2 per year. Mobile sources were estimated at 8,721 MT CO2 per year and represent approximately 85% of the total emissions. Energy use is the next largest emissions category at 9% of the CO2e emissions. Area sources, water use, and solid waste generation account for approximately 5% of the total CO2e emissions. Additional details are included in Appendix C.

*Mobile Sources:* State measures would result in a reduction of mobile source emissions from business-as-usual conditions in 2020. AB 1493 would result in reduction of emissions from light-duty vehicles in 2020. The LCFS reduces the carbon intensity of fuels, thereby reducing GHG emissions even if total fuel consumption is not reduced. CalEEMod includes emission reductions associated with AB 1493 and the LCFS for CO2 emissions (e.g., running, startup, and idling) for light-duty automobiles, light-duty trucks, and medium-duty vehicles for all years after 2011. The analysis of the project uses emission factors for the year 2020 in CalEEMod, which incorporates the GHG emission reductions associated with AB 1493 and the LCFS. The state measures would result in a 26% reduction in GHG emissions from business-as-usual conditions in 2020.

The analysis also incorporates the benefits of the project location and design. The project site has been designed to create a neighborhood village that enhances pedestrian connectivity within and to the site from adjacent neighborhoods and to develop a land use mix and density that allows for residences, retail, and employment in proximity to each other. Based on the project location and design, the estimates of GHG emissions in CalEEMod assume reductions associated with Project Density (LUT-1), Increased Diversity (LUT-3), and Improved Pedestrian Network (SDT-1). The reduction estimates for these measures, as defined in the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* document, are integrated into the CalEEMod calculations.

Project density (LUT-1) is usually measured in terms of persons, jobs, or dwellings per unit area, and increased densities affect the distance people travel and provide greater options for the mode of travel they choose. The VMT reductions for this strategy are based on changes in density versus the typical suburban residential and employment densities in North America (CAPCOA 2010). Proposed land use designations associated with the project would allow for a concentrated mix of high-density residential, retail, and office uses along a transportation corridor that would help to maximize use of transit and to reduce long commutes.

Increased Diversity (LUT-3), or mixed-use development, can decrease VMT and encourage walking and other non-auto modes of transportation (CAPCOA 2010). The proposed project was

conservatively assumed to be located in a Suburban Center and would have at least three of the following on site and/or offsite within ¼-mile: residential development, retail development, park, open space, or office land uses.

Improved Pedestrian Networks (SDT-1) would encourage people to walk instead of drive. The project, when implemented, would also include pedestrian improvements and convenient and secure bicycle parking, consistent with existing General Plan Mobility and Urban Design Element policies.

The emission benefits associated with the project location and design would result in an additional 8% reduction in GHG emissions from business-as-usual conditions. As shown in Table 4.3-1, the mobile source emissions for the project, incorporating state measures and project location, would result in a total reduction of 34% from business-as-usual conditions.

*Energy Consumption:* The RPS will require the renewable energy portion of the retail electricity portfolio to be 33% in 2020. Approximately 5.2% of SDG&E's energy in 2005 was met with renewable resources, including wind and solar, representing the business as usual condition (CPUC 2012). As part of the GHG analysis for the project, the percentage of renewable resources for SDG&E's electricity mix is estimated to increase to 33% in 2020. The increase in percentage of renewable energy would result in a comparable reduction in electricity-related GHG emissions. Future development projects would also be built to meet the 2013 Title 24 building code standards, which improve energy efficiency by 25% over the 2008 standards (CEC 2014b). As shown in Table 4.3-1, the reduction in GHG emissions associated with the RPS and Title 24 standards would result in a combined reduction of 27% from business-as-usual conditions.

*Water Consumption:* The Title 24 standards would also improve water use efficiency for the project. The improvements to water efficiency from fixtures and appliances would result in related benefits associated with GHG emissions. As shown in Table 4.3-1, the Title 24 standards would result in a reduction of 34% from business-as-usual conditions.

*Waste:* The City of San Diego Recycling Ordinance was approved in 2007 to increase recycling with residential and commercial land uses. As a result of the Recycling Ordinance and other local policies, the City of San Diego waste diversion rate increased from 52% in 2004 to 68% in 2012. The increased diversion rate would result in a reduction of 31% from business-as-usual conditions.

*Area Sources:* Since the land uses involve multi-family residential homes, the project is not anticipated to include any natural gas or wood fireplaces. However, since the details of design of

future specific projects is not available at the time of this analysis, the emission estimates do not assume any additional reductions from the business-as-usual conditions.

As shown in Table 4.3-1, the total project emissions in 2020 would be 10,218 MT $CO_2e$ per year. Since the total GHG emissions would exceed 900 MT per year, the significance would be based on whether the project would impede the implementation of AB 32. The existing emissions presented in Table 4.3-1 are provided for informational purposes only. Accordingly, to provide a conservative analysis of the project's GHG emissions, the analysis does not focus on the net change in emissions compared to the existing emissions. The analysis uses the business-as-usual estimate to assess impacts associated with the project. Although this approach does not reflect the existing or baseline conditions, the emissions associated with the project are adequately mitigated if they meet emission reduction goals of AB 32. As shown in Table 4.3-1, the project would result in a 33.4% reduction from business-as-usual conditions. Therefore, the project would meet the threshold of 28.3% reduction of GHG emissions from business-as-usual conditions in 2020 consistent with AB 32.

**Table 4.3-1**
**Estimated Annual GHG Emissions**

| Emissions Source | Existing Emissions (MT $CO_2e$) | BAU (MT $CO_2e$) | 2020 Emissions with GHG Reductions (MT $CO_2e$) | Percent Reduction |
|---|---|---|---|---|
| Area | 14 | 201 | 201 | 0.0% |
| Energy | 604 | 1,308 | 953 | 27.1% |
| Mobile | 4,335 | 13,332 | 8,721 | 34.6% |
| Waste | 64 | 164 | 115 | 30.5% |
| Water | 84 | 345 | 228 | 33.9% |
| **Operational Emissions** | **5,102** | **15,351** | **10,218** | **33.4%** |
| Amortized Construction Emissions | | | 120 | |
| **Total Emissions** | | | **11,060** | |
| 2020 Threshold | | | | 28.3% |
| Meets Threshold | | | | YES |

Note: BAU = business as usual. Totals may not add due to rounding.
Existing emissions are not included in the percent reduction estimates. The percent reduction used for the finding of significance is based on the comparison of GHG emissions related to the project for the "BAU" and "2020 Emissions with GHG Reductions" conditions.
Amortized construction emissions are not included in the BAU analysis.
Additional details available in Appendix C.
Source: Modeled by AECOM in 2014

## Significance of Impacts

By incorporating California emission reduction measures included in the Scoping Plan, City recycling policies , and benefits associated with the project location, the analysis estimates that

the project would exceed the required 28.3% reduction of GHG emissions from business-as-usual conditions in 2020. The submittal of individual development proposals as part of project implementation would be required to demonstrate that the project would meet the GHG reduction requirements as a condition of approval prior to issuing building permits. Individual projects developed on the project site would rely upon state regulations and programs, as shown in Table 4.3.1, and would incorporate project specific design features, such as photovoltaics, to meet the GHG emission reduction goals of the City. Therefore, the project would not generate GHG emissions that may have a significant impact on the environment. This impact would be less than significant.

**Issue 2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?**

**Impact Thresholds**

A significant impact would occur if implementation of the project would conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions.

**Impact Analysis**

*ARB*

ARB's Scoping Plan includes measures to meet California's goal of reducing emissions to 1990 levels by 2020 and also reiterates the state's role in the long-term goal established in Executive Order S-3-05, which is to reduce GHG emissions to 80% below 1990 levels by 2050. According to ARB, the 2020 goal was established as an achievable, mid-term target, and the 2050 GHG emissions reduction goal represents the level scientists believe is necessary to stabilize the climate (ARB 2008).

ARB's Scoping Plan includes measures that would indirectly address GHG emissions levels associated with construction activities, including the LCFS and phasing in of cleaner technology for diesel engine fleets (including construction equipment). Policies formulated under the mandate of AB 32 that are applicable to construction-related activities are assumed to be implemented during construction of the project.

*SB 375*

SB 375 includes emission reduction goals for 2020 and 2035, and aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SANDAG

became the first MPO in the state to adopt an SCS when it adopted the 2050 RTP in October 2011. The 2050 RTP and SCS indicate that the region will achieve the GHG emissions reduction goals set by ARB of 7% per capita GHG reductions from passenger vehicles by 2020 and 13% by 2035 (SANDAG 2011). Development of the project would generate additional vehicle trips and VMT over existing land uses. However, the General and Community plan amendments result in a more efficient land use pattern consistent with the policies in the General Plan City of Villages strategy and Mobility Element. These policies recommend that future growth and development occur in mixed use village settings adjacent to transit. The City of San Diego will continue to coordinate with SANDAG to ensure that changes to the land uses associated with the project and other assumptions used in the General Plan will be incorporated into future regional planning updates. Any updates to the RTP and SCS will also be required to meet the SB 375 emissions reduction goals.

*City of San Diego*

The City of San Diego CAP will identify strategies and measures to reduce GHG emissions. However, the draft CAP is in the process of being drafted, and the details of any applicable measures were not available at the time of this analysis.

The measures in the Scoping Plan also put California and the City of San Diego on a path to meet the AB 32 goal for 2020 and the long-term 2050 goal of reducing California's GHG emissions to 80% below 1990 levels. Implementing light-duty vehicle GHG emission standards, LCFS, regional transportation-related GHG targets, and the RPS as set forth in the Scoping Plan would continue to achieve reductions through at least 2030. However, the Scoping Plan does not recommend additional measures for meeting specific GHG emissions limits beyond 2020.

**Significance of Impacts**

The project includes objectives to develop a transit-oriented, neighborhood village that enhances pedestrian connectivity, provides a diverse array of attractive and affordable housing types, and creates a healthy and sustainable urban environment. However, a compliance checklist for the draft CAP has not been developed and adopted at the time of the drafting of this document, and the details of the design measures for each individual development proposal that will result from project implementation are not available. Since the objectives of the project would also be consistent with the goals of AB 32 and the General Plan, the project would not conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions.. This impact would be less than significant.

**Issue 3: Would the project result in wasteful, inefficient, and unnecessary consumption of energy?**

**Impact Thresholds**

This section of the EIR evaluates the potential environmental effects related to energy use and conservation associated with implementation of project. A significant impact would occur if implementation of the project would result in wasteful, inefficient, and unnecessary consumption of energy. The potential for impacts to energy conservation have been evaluated in accordance with Appendix F of the CEQA Guidelines.

**Impact Analysis**

Implementation of the project would increase the demand and consumption of energy over existing conditions. Future land uses consistent with the project would increase energy consumption in the planning area, requiring that additional energy resources be delivered to residents and businesses.

*Construction*

During construction, the project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, paving, and building construction. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, front-end loaders, forklifts, and cranes. Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools.

Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California regulations (CCR Title 13, Sections 2449(d)(3) and 2485) limit idling from both on-road and off-road diesel-powered equipment and are enforced by ARB. Also, given the high cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. Therefore, it is anticipated that the construction phase would not result in wasteful, inefficient, and unnecessary consumption of energy.

*Operations*

The operational phase of the project would consume energy for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, electronics, and commercial equipment. Operational energy would also be consumed during vehicle trips associated with the proposed land uses.

Electricity and Natural Gas

This analysis estimates the energy consumption of implementing the project based on the types and intensity of envisioned land uses. It should be noted that energy consumption estimates identified in this section are based on standard factors and do not reflect the individual characteristics of future projects that cannot be known today. This analysis also discusses whether energy efficiency regulations and design strategies would prevent wasteful energy consumption associated with the project.

Energy consumption for the project was estimated using default values in CalEEMod for the climate zone in San Diego County. CalEEMod calculates the nonresidential energy use by estimating energy use from (1) systems covered by CCR Title 24 (e.g., heating, ventilation, and air conditioning systems; water heating systems; and the lighting systems) and (2) energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24. CalEEMod uses the California Commercial End Use Survey (CEUS) database to develop energy intensity values (electricity or natural gas usage per square foot per year) for nonresidential buildings. The CEUS data from the CEC list energy use intensity by CEUS building type, CEUS end-use, and CEC climate zone forecasting. Land uses associated with the project would result in an estimated use of 3,506 MWh of electricity and 29,622 therms of natural gas each year.

Water conveyance and treatment in California requires substantial amounts of energy. The project will require 226 acre-feet per year. To convey and treat wastewater in Southern California requires an average of 13,022 kilowatts per million gallons. Thus, water and wastewater conveyance and treatment for the project would result in an annual electricity consumption of approximately 958 megawatts per year.

Mobile Sources

Energy consumption directly attributable to operation of the project is also related to the fuel consumption associated with on-road motor vehicles. VMT are a component of the direct energy analysis, because VMT can be used to determine energy consumption based on assumptions of fuel economy and fleet mix. Fuel consumption would be primarily related to vehicle use by

residents, visitors, and employees associated with the project. The project would result in a total net increase of 7,218 trips per day compared to existing conditions (Fehr & Peers 2014). The net increase in VMT is anticipated to be approximately 16.3 million VMT per year.

ARB developed the Emission Factors (EMFAC) model to calculate emission rates from all motor vehicles operating on highways, freeways, and local roads in California. EMFAC uses emission rates and vehicle activity data to calculate statewide or regional emission inventories, as well as fuel consumption. To estimate the fuel-related energy consumption, gallons per VMT were estimated using EMFAC 2011 and the total reported VMT and total fuel consumed for the San Diego County in 2035, which resulted in an average of 20.9 miles per gallon of gasoline for light-duty passenger vehicles. Based on these consumption factors and the estimated percentage of VMT attributable to passenger vehicles and heavy-duty trucks, the project would consume approximately 0.78 million gallons of gasoline per year.

Energy Efficiency

Future development would be required to comply with the current energy performance standards for Title 24, the California Building Standards Code, and the City of San Diego at the time of development. These standards would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. In addition, the policies set forth in the General Plan would have an effect on energy conservation in the development of new structures and communities within the project site. While the demand for energy within the project site would add to the cumulative impacts on energy resources, implementation of these policies and measures in conjunction with the continued efforts on behalf of SDG&E and the City of San Diego would promote energy efficiency and renewable energy. As a result of requirements, incentive programs, educational and outreach programs, and energy efficiency technology, future land uses associated with the project would operate at a higher energy efficiency than current land uses.

CEC and CPUC have initiated a number of programs to increase supplies and reduce demand for electricity. CEC and CPUC are strongly encouraging reductions in electricity demand through energy-efficiency measures, particularly those that provide peak-demand savings. SB 1307 requires all electric utilities to meet their unmet resource demands first through energy efficiency and demand reduction. CEC's Energy Action Plan II, adopted in 2005, identifies a number of initiatives for increasing supply and reducing demand. One example involves the reduction of peak energy demand for the state's water supply infrastructure, which comprises almost 20% of the state's electricity consumption.

Future land uses consistent with the project would increase the demand for energy resources. However, despite the overall increase in demand for energy as a result of the project, the Title 24 standards, other state energy programs, and City of San Diego policies that emphasize energy efficient design of future land uses would minimize wasteful, inefficient energy consumption. Therefore, energy consumption associated with operation of the project would not be expected to be wasteful or inefficient.

**Significance of Impacts**

Implementation of the project would result in the consumption of energy, but such consumption would not be expected to be wasteful or inefficient. Therefore, this impact would be less than significant.

### 4.3.4 Mitigation, Monitoring, and Reporting

No mitigation measures are required.

# 4.4 HISTORICAL RESOURCES

## 4.4.1 Existing Conditions

The project site is located in an area known to contain historical (archaeological) resources. In order to determine if the project could impact these resources qualified City staff conducted an archaeological records search using the California Historical Resources Inventory System (CHRIS). The search covered the project site and the surrounding area. The CHRIS data did not reveal any archaeological sites within or adjacent to the project site; however, recorded archaeological resources were identified in the vicinity. As the majority of the project site, minus the Chollas Creek area, is currently developed and has been for some time, Qualified City Staff (QCS) advised that a site survey would not confirm whether significant archaeological resources are present on the project site, therefore, an archaeological site survey was not conducted.

## 4.4.2 Regulatory Framework

The significance of cultural resources is based on the regional and local context in which they are found. For a cultural resource to be significant it must meet some of the significance criteria of the National Register of Historic Places (NRHP) (36 CFR Part 63) or the California Register of Historical Resources (CRHR) (Public Resources Code Section 5024.1) or satisfy the uniqueness criteria under CEQA. Additionally, the City's Historical Resources Regulations contained in the Land Development Code (Chapter 14, Division 3, Article 2) outline the City's standards for significance in compliance with applicable local, state, and federal policies and mandates.

### Federal Regulations

The NRHP states that a building, structure, archaeological site, or other resource will be considered significant if it meets at least one of the following criteria:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and
>
> (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> (b) that are associated with the lives of persons significant in our past; or
>
> (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic

values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

(d) that have yielded, or may be likely to yield, information important in prehistory or history.

The CRHR states that a building, structure, archaeological site, or other resource will be considered significant if it meets at least one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or
2. Is associated with the lives of persons important in our past; or
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history

In general, a site that qualifies for inclusion to the NRHP also qualifies for inclusion to the CRHR. All resources nominated for listing must have integrity, which is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historic resources, therefore, must retain enough of their character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for nomination. Archaeological sites are typically considered potentially significant under Criterion D. A testing program is usually needed to evaluate a resource's significance through the amount and type of cultural material the resource contains in order for it to contribute to the prehistory of the region. Isolated finds are not potentially eligible for listing in the CRHR or NRHP, and therefore are not considered significant under CEQA.

**State Regulations**

A cultural resource is considered "historically significant" under CEQA if the resource meets the criteria for listing in the CRHR. The CRHR was designed to be used by state and local agencies, private groups, and citizens to identify existing historical resources within the state and to indicate which of those resources should be protected, to the extent prudent and feasible, from substantial adverse change. For CEQA compliance, cultural resources must be assessed for

eligibility for inclusion in the CRHR. Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, and/or scientific importance. For listing in the CRHR, a historical resource must be significant at the local, state, or national level. The following criteria have been established for the CRHR (Public Resources Code Sections 5024.1; Title 14 CCR, Section 4852). A resource is considered significant if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or
2. Is associated with the lives of persons important in our past; or
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history

The CRHR includes properties that are listed in or have been formally determined to be eligible for listing in the NHRP, State Historical Landmarks, or eligible Points of Historical Interest. Other resources require nomination for inclusion in the CRHR. These may include resources contributing to the significance of a local historic district, individual historical resources, historical resources identified in historic resources surveys conducted in accordance with State Historic Preservation Office procedures, historic resources or districts designated under a local ordinance consistent with Native American Heritage Commission procedures, or local landmarks or historic properties designated under a local ordinance.

## Local Regulations

### *City of San Diego General Plan*

Significance criteria as outlined in the *Progress Guide and General Plan* reflect a broad definition of historical, architectural, and cultural importance; a perspective of local, rather than state or national significance; and the belief that all aspects of history are potentially of equal importance.

### *City of San Diego Historical Resources Register*

Any improvement, building, structure, sign, interior element and fixture, feature, site, place, district, area or object may be designated as historic by the City of San Diego Historical Resources Board if it meets any of the following criteria:

a. Exemplifies or reflects special elements of the City's, a community's or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping or architectural development;

b. Is identified with persons or events significant in local, state or national history;

c. Embodies distinctive characteristics of a style, type, period or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;

d. Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist or craftsman;

e. Is listed or has been determined eligible by National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the State Historical Preservation Office for listing on the State Register of Historical Resources; or

f. Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

In addition to meeting one or more of these criteria, all resources nominated for listing must have integrity, which is the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance. Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

CEQA also has a provision for “unique archaeological resources,” which are described Section 21083.2 of the Public Resources Code. They are defined as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that is meets any of the following criteria:

(1) Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.

(2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.

(3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report would address those resources. If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts to be made to permit any or all of these resources to be preserved in place or left in an undisturbed state.

**City of San Diego CEQA Significance**

As stated above, if a resource is not listed in, or determined eligible for listing in, the CRHR, not included in a local register, or not deemed significant in a historical resource survey it may nonetheless be historically significant. If a project has the potential to affect a historical resource, the significance of that resource must be determined. The significance of a historical resource is based on the potential for the resource to address important research questions as documented in a site-specific technical report prepared as part of the environmental review process. As a baseline, the City of San Diego has established the following criteria to be used in the determination of significance under CEQA.

An archaeological site must consist of at least three associated artifacts/ecofacts (within a 50-square-meter area) or a single feature and must be at least 45 years of age. Archaeological sites containing only a surface component are generally considered not significant, unless demonstrated otherwise. Such site types may include isolated finds, bedrock milling stations, sparse lithic scatters, and shellfish processing stations. All other archaeological sites are considered potentially significant. The determination of significance is based on a number of factors specific to a particular site including site size, type, and integrity; presence or absence of a subsurface deposit, soil stratigraphy, features, diagnostics, and datable material; artifact and ecofact density; assemblage complexity; cultural affiliation; association with an important person or event; and ethnic importance.

The determination of significance for historic buildings, structures, objects, and landscapes is based on age, location, context, association with an important person or event, uniqueness, and integrity. A site will be considered to possess ethnic significance if it is associated with a burial

or cemetery; religious social or traditional activities of a discrete ethnic population; an important person or event as defined by a discrete ethnic population; or the belief system of a discrete ethnic population.

**Nonsignificant Resource Types**

Archaeological sites containing only a surface component are generally considered not significant, unless demonstrated otherwise. (Testing is required to document the absence of a subsurface deposit.) Such sites may include isolates; sparse lithic scatters; isolated bedrock milling stations; and shellfish processing stations.

Sparse lithic scatters are identified and evaluated based on criteria from the Office of Historic Preservation's California Archaeological Resource Identification and Data Acquisition Program: Sparse Lithic Scatters (February 1988). Isolated bedrock milling stations are defined as having no associated site within a 50-meter radius and lacking a subsurface component. Shellfish processing stations are defined as containing a minimal amount of lithics and no subsurface deposit.

Historic buildings, structures, objects, and landscapes are generally not significant if they are less than 45 years old. A nonsignificant building or structure located within a historic district is by definition not significant. Resources found to be nonsignificant as a result of the survey and assessment, will require no further work beyond documentation of the resources and inclusion in the survey and assessment report.

### 4.4.3 Impact Analysis

**Issue 1: Would the project result in the alteration and/or destruction of a prehistoric or historic building, structure, object, or site, including an architecturally significant building or site?**

Per the City's Significance Determination Thresholds, impacts to historical resources may be significant if the project would result in:

- The alteration and/or the destruction of a prehistoric or historic building, including an architecturally significant building or site.

**Archaeological Resources**

As discussed in Section 4.4.1, archaeological sites have not been identified in or directly adjacent to the project site. However, due to the known presence of archaeological resources sites in the general project vicinity, the area is presumed to have the potential for on-site resources that could be impacted by any excavation needed to construct future uses associated with future development projects within the project site. The analysis conducted by QCS did not reveal the presence of any known archaeological sites within or adjacent to the project site. Due to the fact that the site is currently occupied with development and the extent of existing development and surface disturbance of the site, it would be infeasible to conduct archaeological surveys at this time over most of the project site. The undeveloped portion of the project site south of Chollas Parkway is proposed as part of the project to remain as open space. Chollas Creek will be the subject of a future creek restoration project. Any ground disturbance would require an archaeological investigation to identify aand evaluate archaeological resources on these parcels.

**Significance of Impacts**

Archaeological resources, if present on-site, could be substantially damaged or destroyed during the excavation for future development projects as part of future project implementation. Damage or destruction of archaeological resources could result in a *significant project impact* **(Impact AR-1)**.

### 4.4.4 Mitigation, Monitoring, and Reporting

**Measure AR-1:**

**I. Prior to Permit Issuance (for future projects that include ground disturbance)**

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction (precon) meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG.
3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program.

**II. Prior to Start of Construction**

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search (1/4-mile radius) has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the 1/4-mile radius.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a precon meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American monitor shall attend any grading/excavation-related precon meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.

a. If the PI is unable to attend the precon meeting, the Applicant shall schedule a focused precon meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to Be Monitored

a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.

b. The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.

b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents that indicate site conditions such as depth of excavation and/or site graded to bedrock, etc. that may reduce or increase the potential for resources to be present.

## III. During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

1. The Archaeological Monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities that could result in impacts to archaeological resources as identified on the AME. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Health Administration safety requirements may necessitate modification of the AME.**

2. The Native American consultant/monitor shall determine the extent of their presence during soil-disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's

absence, work shall stop and the Discovery Notification Process detailed in Section III.B–C and IV.A–D shall commence.

3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

4. The Archaeological Monitor and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRs shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion)**, and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil-disturbing activities, including but not limited to digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.

2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.

3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.

C. Determination of Significance

1. The PI and Native American consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.

   a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.

   b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program that has been reviewed by the Native American

consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume. **Note: If a unique archaeological site is also a historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.**

c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

**IV. Discovery of Human Remains**

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains, and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process.
2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.
2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.
3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains **ARE** determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, **ONLY** the Medical Examiner can make this call.
2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health and Safety Codes.
4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:
    a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;
    b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with Public Resources Code 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN,
    c. In order to protect these sites, the Landowner shall do one or more of the following:
        (1) Record the site with the NAHC;
        (2) Record an open space or conservation easement on the site;
        (3) Record a document with the County.
    d. Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures, the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.

D. If Human Remains are **NOT** Native American

1. The PI shall contact the Medical Examiner with notification of the historic era context of the burial.
2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

**V. Night and/or Weekend Work**

A. If night and/or weekend work is included in the contract

1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
2. The following procedures shall be followed.

a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8 a.m. of the next business day.

b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.

c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.

d. The PI shall immediately contact MMC, or by 8 a.m. of the next business day, to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If night and/or weekend work becomes necessary during the course of construction

1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.

2. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All other procedures described above shall apply, as appropriate.

**VI. Post Construction**

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. **It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.**

   a. For significant archaeological resources encountered during monitoring, the shall be included in the Draft Monitoring Report.

   b. Recording Sites with State of California Department of Parks and Recreation

      The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.

3. The PI shall submit revised Draft Monitoring Report to MMC for approval.

4. MMC shall provide written verification to the PI of the approved report.

5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Artifacts

1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued

2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.

3. The cost for curation is the responsibility of the property owner.

C. Curation of artifacts: Accession Agreement and Acceptance Verification

1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing, and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.

2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

D. Final Monitoring Report(s)

1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.

2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC that includes the Acceptance Verification from the curation institution.

### 4.4.5 Impacts Analysis

**Issue 2: Would the project result in the alteration and/or destruction of a prehistoric or historic building, structure, object, or site, including an architecturally significant building or site?**

Per the City's Significance Determination Thresholds, impacts to historical resources may be significant if the project would result in:

- The alteration and/or the destruction of a prehistoric or historic building, structure, object, or site, including an architecturally significant building or site.

### 4.4.6 Significance of Impacts

The records search conducted for the project did not reveal the presence of local, state, or nationally significant buildings within the project site. In June 2014 Historical Resources staff from the City of San Diego conducted a preliminary historical assessment of Chollas Triangle properties for each site, including water and sewer permits and building permit records, and conducted a site visit. Of the 14 extant structures within the project site, most were determined to be 45 years old or older. Based upon a cursory examination of the buildings and their features, as well as their construction dates including available contexts and resources such as the San Diego Modernism Context Statement, it does not appear likely that the buildings on site would be eligible for listing on the local, State or National Register of historic resources, with the possible exception of 5460-5466 Lea Street. However, due to the limited, preliminary nature of this evaluation, the structures within the project site cannot conclusively be determined to be not significant, and have been given a California Historic Resource Status Code of 7R, "Identified in Reconnaissance Level Survey: Not evaluated."

Therefore, future projects that alter an existing structure could result in a *significant impact to a Historic Resource* **(Impact HR-1)**. All other improvements not affecting existing buildings and the demolition of any buildings newer than 45 years of age would result in a *less than significant impact*.

### 4.4.7 Mitigation, Monitoring and Reporting

**Impact HR-1: Historic Architectural Resources**

***Mitigation Measure HR-1:*** The City shall ensure the following measure is implemented to minimize potentially significant impacts on historic architectural resources. Prior to the issuance of any construction permits, including but not limited to, the first grading permit, demolition plans/permits, and building plans/permits for future development projects, the structures identified in the Preliminary Historical Assessment shall be evaluated for historic significance at the project level in accordance with San Diego Municipal Code Section 143.0212 when a ministerial or discretionary application is submitted to the City to alter or demolish the building.

With implementation of Mitigation Measure HR-1, the project would result in *less than significant impact*s to historical resources.

### 4.4.8 Impact Analysis

**Issue 3: Would the project result in any impact to existing religious or sacred uses within the potential impact area.**

Per the City's Significance Determination Thresholds, impacts to historical resources may be significant if the project would result in:

- Any impact to existing religious or sacred uses within the potential impact area.

### 4.4.9 Significance of Impacts

According to an archaeological records search using CHRIS conducted by City staff, no archaeological sites are within or adjacent to the project site. The majority of the project site, minus the Chollas Creek area, is currently developed and has been for some time. The undeveloped portion of the project site south of Chollas Parkway is proposed, as part of the project, to remain as open space. Chollas Creek will be the subject of a future creek restoration project. Any ground disturbance would require an archaeological investigation to identify archaeological and evaluate archaeological resources on these parcels would be necessary. The project would have *no impact* to religious or sacred uses. In addition, the project would not interfere with existing religious or sacred uses.

### 4.4.10 Mitigation, Monitoring, and Reporting

No mitigation would be required.

### 4.4.11 Impact Analysis

**Issue 4: Would the project result in the disturbance of any human remains, including those interred outside of formal cemeteries.**

Per the City's Significance Determination Thresholds, impacts to historical resources may be significant if the project would result in:

- The disturbance of any human remains, including those interred outside of formal cemeteries.

### 4.4.12 Significance of Impact

No evidence exists at the time of the drafting of this document indicating the possible presence of human remains. Should human remains be encountered during site excavation conducted as part of future development projects, the impact would be mitigated in accordance with Mitigation Measure AR-1.

### 4.4.13 Mitigation, Monitoring, and Reporting

No mitigation would be required; however Mitigation Measure AR-1.would be implemented to minimize potentially significant impacts on historic architectural resources.

# 4.5 HEALTH AND SAFETY

This section discusses health and safety issues pertaining to the project. Specifically, fire hazards and brush management, hazardous materials and sites, disaster and emergency preparedness, public safety, and airport and aircraft hazards related to the project site are analyzed. The information provided in this section is based on the *Hazardous Materials Technical Study Chollas Triangle San Diego, California* (Ninyo & Moore 2012). The report is included as Appendix E.

## 4.5.1 Existing Conditions

The project site is currently a mixed-use area that includes single-family units, multi-family apartment residences, commercial and light industrial uses, and a large parking field. Historical uses dating from the 1940s were similar to the existing uses, as residences, streets, and eventually commercial uses were developed on the site. No record of agricultural use on the site has been documented since 1944.

The majority of the project site is occupied by Kmart and the Northgate Gonzalez Market, located at 5404 University Avenue. Other commercial business in the shopping center included a Shell gasoline station (at 5401 University Avenue), Lucky Star restaurant, two churches, a Christian bookstore, a liquor store, and an auto body shop (at 5595 University Avenue, DN Autobody). Businesses within the project site on the north side of University Avenue, from east to west, include two abandoned buildings, an automobile sales lot, a medical outpatient services facility, veterinary hospital, an apartment complex with a massage business, and a food market. Properties on the southern end of the project site, along Lea Street and Chollas Parkway consist of single- and multi-family residences, an electrical substation, the Teen Challenge center, and vacant parcels.

## 4.5.2 Regulatory Framework

Federal, state, regional, and local guidelines regulate with the intent to protect public health and the environment. The following provides a general description of the applicable regulatory requirements for the project site.

## Federal Regulations

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) and the Superfund Amendments and Reauthorization Act (SARA) of 1986

CERCLA, or "Superfund," provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. This act established prohibitions and requirements concerning closed and abandoned hazardous waste at these sites, provided for liability of persons responsible for releases of hazardous waste, and established a trust fund to provide for cleanup when no responsible party could be identified. Additionally, SARA, which extended and amended CERCLA, required that due diligence be exercised in the investigation of past and current handling of hazardous substances prior to property sale.

Resource Conservation and Recovery Act (RCRA)

RCRA provides the U.S. Environmental Protection Agency (USEPA) the authority to control hazardous wastes from "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also establishes a framework for the management of nonhazardous wastes.

Other Federal Laws and Regulations

Other laws and regulations governing the management and control of hazardous substances include the following, which fall under the jurisdiction of USEPA:

- The Toxic Substances Control Act, enacted in 1976, regulates and controls harmful chemicals and toxic substances in commercial use, in particular, polychlorinated biphenyls.
- The Federal Insecticide, Fungicide, and Rodenticide Act (as amended) controls the manufacture, use, and disposal of pesticides and herbicides.
- The Hazardous and Solid Waste Act includes the 1984 amendments to RCRA to address gaps in the area of highly toxic wastes.
- Code of Federal Regulations (CFR), Title 29, Part 1910 contains the Occupational Safety and Health Act (OSHA) requirements for workers at hazardous waste sites, including emergency response, hazard communication, and personal protective equipment.

## State Regulations

At the state level, California has developed hazardous waste regulations that are similar to but more stringent in their application than the federal laws.

### Hazardous Waste Control Law

The basic law established in California, similar to RCRA, is the Hazardous Waste Control Law. California Code of Regulations (CCR) Title 22 includes state hazardous waste regulations enforced by the Department of Toxic Substances Control (DTSC) and local certified unified program agencies. Authority from the State of California was delegated to the local certified unified program agencies to establish a unified hazardous waste and hazardous materials management program for hazardous waste generators, treatment of hazardous waste subject to tiered permitting, facilities with underground storage tanks (USTs) and aboveground storage tanks, risk management and prevention plans, and hazardous materials management plans and inventory statements required by the Uniform Fire Code.

According to California hazardous waste criteria (CCR Title 22), sediments remaining undisturbed are not considered a waste material until they are removed for disposal or recycling. Once removed, any sediment would be considered a hazardous waste if one or more regulated substances exceed the total threshold limit concentration or the soluble threshold limits concentration set forth in Title 22. Both of these threshold limits define a substance's toxicity. Any substance that exceeds one or both of these criteria is considered toxic at that concentration. This toxicity also defines any waste that contains the substance as a RCRA hazardous waste according to USEPA.

### California Health and Safety Code

State hazardous waste control laws enforced by DTSC are included in the California Health and Safety Code. These regulations identify standards for the classification, management, and disposal of hazardous waste in California.

### Occupational Safety and Health Act (OSHA)

Federal and state occupational safety and health regulations also contain provisions on hazardous materials management as it relates to worker safety, worker training, and worker right-to-know. Under OSHA, the applicable federal law, authority to administer this act is delegated to states that have developed a plan with provisions that are at least as stringent as those provided by the federal government. For federal OSHA purposes, California is a delegated state. The California

Occupational Safety and Health Act and authorized regulations and programs are commonly referred to as Cal/OSHA.

Other Relevant State Laws

Other relevant California laws include:

- Proposition 65 focuses on carcinogenic or teratogenic contaminants and implements the State's community-right-to-know program.
- Underground Storage Tank Law that regulates underground storage to prevent groundwater contamination.
- Porter-Cologne Water Quality Control Act, adopted in 1969, requires the maintenance of the highest reasonable quality of the State's waters. It authorized the Regional Water Quality Control Board (RWQCB) to supervise cleanup efforts at spill sites that have affected groundwater.
- Hazardous Materials Transportation Act (49 CFR Parts 101, 106, and 107), established by Caltrans, regulates hazardous materials transport. Unlicensed residents and businesses are not permitted to transport hazardous waste over 5.0 gallons or more than 50.0 pounds total per vehicle per trip, as enforced by the California Highway Patrol.

DTSC has the primary responsibility for enforcement and implementation of hazardous waste control laws in California. However, this responsibility is shared with other state and local government agencies, including the State Water Resources Control Board (SWRCB), RWQCB, and city and county governments.

**Local Regulations**

- The County of San Diego Multi-Jurisdiction Hazard Mitigation Plan is a countywide plan that identifies risks and approaches to minimize damage by natural and manmade disasters as required by the federal Disaster Mitigation Act of 2000.
- The County of San Diego Department of Environmental Health (DEH), Hazardous Materials Division established the San Diego County Area Plan to address emergency response processes in the event of a release or threatened release of a hazardous material within San Diego County. The San Diego County Area Plan is based on requirements of Chapter 6.95 of the California Health and Safety Code, CCR Title 19, and SARA Title III.

- The Water Quality Control Plan for the San Diego Basin (Basin Plan) designates beneficial uses for water bodies in the San Diego region, and establishes water quality objectives and implementation plans to protect those beneficial uses.

### 4.5.3 Impact Analysis

The Hazardous Materials Technical Study conducted by Ninyo & Moore included a review of historical and existing maps, directories, photographs, and environmental documents; a site reconnaissance to identify potential sources of contamination from activities in the project vicinity; and a search of federal, state, and local regulatory databases covering the project site and surrounding areas. Regulatory database lists were reviewed to identify facilities with unauthorized releases of hazardous materials or wastes to soil and/or groundwater within the specified radii of standards established by the American Society for Testing and Materials (ASTM).

**Issue 1: Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

**Impact Thresholds**

Per the City's Significance Determination Thresholds, a public safety issue occurs when brush management requirements cannot be met. The approval of the Fire Chief must be given to avoid a significant public safety impact.

**Impact Analysis**

The San Diego Fire-Rescue Department designates the area along Chollas Creek (the southern and northeast portions) of the project site as a "very high fire hazard severity zone" (City of San Diego 2009). The map classifies City lands as very high fire hazards to aid in proper vegetation management and implementation of building standards to minimize the loss of life, resources, and property.

**Significance of Impacts**

Per the City's Fire Prevention Bureau Policy B-08-1, Clarification of Brush Management Regulations and Landscape Standards, any construction, alteration, movement, repair, maintenance, and use of any building, structure, or premises within the wildland-urban interface areas of the jurisdiction are subject to brush management. As previously stated, a portion of the

project adjacent to Chollas Creek is located in a "very high fire hazard severity zone." No permits are required for performing brush management; however, to ensure proper implementation of City brush management regulations, a Brush Management Plan and Program shall be processed in conjunction with any future development that is required to obtain discretionary, grading, and/or building permits (City of San Diego 2010a). With the approval and implementation of a Brush Management Plan and Program, impacts to wildland fires would be less than significant.

**Issue 2: Would the project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Impact Thresholds**

The project must not interfere with the implementation of the City of San Diego Office of Homeland Security's Emergency Operations Plan, which addresses emergency response and evacuation procedures for the City.

**Impact Analysis**

The project would allow for the future vacation of Chollas Parkway to allow the construction of a neighborhood park along Chollas Creek. The segment of Chollas Parkway between 54th Street and University Avenue is not a designated evacuation or emergency route. Additionally, all future developments would be developed in accordance with local emergency response and evacuation plans.

**Significance of Impacts**

The project would not impair or interfere with existing emergency plans and would comply with local emergency plans. As such, less than significant impacts would occur.

**Issue 3: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?**

**Impact Thresholds**

Per the City's Significance Determination Thresholds, project sites that meet one or more of the following criteria may result in a significant impact:

- Located within 1,000 feet of a known contamination site.
- Located within 2,000 feet of a known Superfund site or a hazardous waste property subject to corrective action pursuant to the Health and Safety Code.
- DEH site with a closed file.
- Located in Centre City San Diego, Barrio Logan, or other areas known or suspected to contain contamination sites.
- Located on or near an active or former landfill.
- Properties historically developed with industrial or commercial uses, which involved dewatering (the removal of groundwater during excavation), in conjunction with major excavation in an area with high groundwater.

**Impact Analysis**

Based on the site reconnaissance, most of the structures within the project site, including buildings and pad-mounted transformers associated with the electrical substation, pre-date the early 1980s. Given the age of these structures, the potential for the presence of hazardous building materials such as lead-based paint, asbestos-containing materials, polychlorinated biphenyls, treated wood, and other universal wastes is likely. There is also potential for the presence of lead and pesticides in shallow soils adjacent to and beneath structures from peeling paint or application of pesticides.

Per CalRecycle's Solid Waste Information System, no disposal facilities were mapped in the project site vicinity. The closest landfill, the former South Chollas Landfill, is located approximately 0.71 mile southeast of the project site (CalRecycle 2014). The landfill was closed in 1981 and is located downgradient from the project site.

The project site is not included on the Cortese list (DTSC 2014a), EnviroStor database (DTSC 2014b), or Superfund site list (USEPA 2014). However, as shown in Figure 4.5-1, two sites were identified in the SWRCB's GeoTracker (SWRCB 2014):

1. **M. Brammer Inc. Shell Station (T0608120176 and T0607382470) –** The site, located at 5401 University Avenue, was reported to have had two release cases. The first case involved a failed UST integrity test and was closed in 1988. The second case involved a gasoline release to soil discovered in 2003. Approximately 1,100 cubic yards of impacted soils was excavated and disposed of off-site. Subsequent assessment indicated that approximately 100 cubic yards of impacted soils remains. The case was closed in April 2006.


Source: Geotracker 2014

500 250 0 500 Feet

Scale: 1:6,000; 1 inch = 500 feet

**Figure 4.5-1**
**Hazardous Materials Sites**

2. **2-B Rentals (T0607301022)** – This site, located at 5586 University Avenue, was reported to have an open release case. This property includes several parcels. In 1992, five USTs containing Stoddard solvent were removed from the property. Soil investigations performed in the early 1990s indicated high concentrations of total petroleum hydrocarbons from Stoddard solvent. In 2007, five groundwater monitoring wells were installed and four additional wells were subsequently installed in 2010. Volatile organic compounds (VOCs) were detected in the groundwater samples. Benzene was the primary contaminant of concern in the groundwater at the site. The source area appears to be located near the southwest corner of the 5586 University Avenue building.

   Soil vapor sampling completed in 2011 detected unacceptable cancer risk levels that exceed the DEH threshold of one in one million. The building has been vacated and will be demolished with all buildings on-site pending redevelopment of the site. In November 2013, a Revised Corrective Action Plan was prepared for the site and recommended remediation of the site by natural attenuation. A subsequent survey concluded that natural attenuation is occurring and the plume has stabilized. Residual impacts associated with the unauthorized release do not pose a threat to natural resources and will not extend off-site in the future in concentrations above the maximum content level. The case was closed in February 2014.

Several properties outside the project site were listed in various regulatory databases. Four facilities were identified with historical releases within a half-mile of the project site. These identified releases do not appear to have the potential to significantly impact the project site at this time, due to their distance to the project site (greater than a quarter-mile) and case status (closed).

**Significance of Impacts**

The project site is not located within 2,000 feet of a known Superfund site or on or near an active or former landfill. However, the project site is located within 1,000 feet of a known contamination site and contains DEH sites with a closed file. There is also potential for properties with industrial and commercial uses to be developed in an area with high groundwater.

As previously discussed, two sites of concern have been identified on the project site. Both cases have been closed by DEH; however, it is possible that soil and groundwater contamination may be discovered during construction activities. Contaminated soil or groundwater encountered within the confines of the construction area would be addressed in accordance with the

applicable federal, state, or local regulatory agencies, which include DTSC, the SWRCB, and DEH.

**Issue 4: Would the project result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?**

**Impact Thresholds**

The siting of facilities that may emit hazardous or acutely hazardous materials or may handle acutely hazardous materials within a quarter-mile of a school may result in a significant impact. Although the City's Significance Determination Thresholds do not specify thresholds for this issue area, CEQA Statute Section 21151.4 states the following:

> *An environmental impact report shall not be certified or a negative declaration shall not be approved for any project involving the construction or alteration of a facility within one-fourth of a mile of a school that might reasonably be anticipated to emit hazardous air emissions, or that would handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code, that may pose a health or safety hazard to persons who would attend or would be employed at the school, unless both of the following occur:*
>
> 1) *The lead agency preparing the environmental impact report or negative declaration has consulted with the school district having jurisdiction regarding the potential impact of the project on the school.*
>
> 2) *The school district has been given written notification of the project not less than 30 days prior to the proposed certification of the environmental impact report or approval of the negative declaration.*

**Impact Analysis**

The following schools are located within a quarter-mile from the project site: Crawford High School, Fay Elementary School, Charter School of San Diego, Springfield College San Diego Campus, the Waldorf School of San Diego, Darnall Charter Elementary School, and Tramy Beauty School. Based on the *Hazardous Materials Technical Study Chollas Triangle San Diego, California* (Ninyo & Moore 2012), there are two sites within the project site that are of potential environmental concern. However, future development or redevelopment within the project site would be required to obtain clearance from the County of San Diego DEH stating either no hazardous materials impacts would result from development or no hazardous materials impacts

would result upon completion of any required conditions of the discretionary permit as required by DEH. This process would be completed as part of the Discretionary and Building Permit review and issuance.

**Significance of Impacts**

Future development and redevelopment may occur in areas of known environmental concern within the project site. Existing regulations require that future projects shall demonstrate that the site is suitable for the proposed land use. For sites with recorded hazardous material concerns, project applicants must obtain confirmation from the DEH that the site has been remediated to the extent required for the proposed use. For example, residential development requires a greater level of remediation than a commercial or industrial use.

As summarized above, for all projects, future project applicants would be required to obtain clearance from the County's DEH for the parcel and submit such documentation as part of either the CEQA review process and/or the Building Permit application, thereby ensuring that no hazardous material impact would occur as a result of the proposed development of the project site. Clearance may be provided by County DEH when no hazardous materials are known, or expected to be present, or when remediation is required to be completed prior to site development. Only upon receipt of DEH clearance would projects be recommended for approval (discretionary) or approved (ministerial). Compliance with this requirement would ensure the project site would not substantially increase hazardous emissions or the use of hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of a school. Therefore, impacts would be less than significant and no mitigation would be required.

**Issue 5: Would the project expose people to toxic substances, such as pesticides and herbicides, some of which have long-lasting ability, applied to the soil during previous agricultural uses?**

**Impact Thresholds**

Per the City's Significance Determination Thresholds, a significant impact may result if the project site is located on a site presently or previously used for agricultural purposes.

**Impact Analysis**

As previously stated, the Chollas Creek project site has not been utilized for agricultural purposes since 1944. Agricultural history of the site before this time is undetermined; however,

utilization for agriculture before 1944 would not likely result in degradation or contamination of the soil due to pesticides.

**Significance of Impacts**

Because agricultural uses have not been utilized since 1944, exposure to toxic substances, such as pesticides and herbicides, would not be likely (Ninyo & Moore 2012). As such, no impact would occur.

**Issue 6: Would the project result in a safety hazard for people residing or working in a designated airport influence area?**

**Impact Thresholds**

Per the City's Significance Determination Thresholds, project sites located in a designated airport influence area and where the Federal Aviation Administration (FAA) has reached a determination of "hazard" through FAA Form 7460-1, "Notice of Proposed Construction or Alteration" as required by FAA regulations in CFR Title 14 Section 77.13 may have a significant impact. Additionally, a significant impact may occur if the project is inconsistent with an airport's Land Use Compatibility Plan.

**Impact Analysis**

The closest airport to the project site is the San Diego International Airport, located approximately 5 miles west of the project site (AirNav 2014). The project site is not located in a designated airport influence area or FAA determined hazard area. The project site is not located within a community plan area requiring an Airport Land Use Compatibility Plan (City of San Diego 2014b).

**Significance of Impacts**

The project would not result in a safety hazard for people residing or working in a designated airport influence area. No impact would occur.

**Issue 7: Would the project result in a safety hazard for people residing or working within two miles of a private airstrip or a private airport or heliport facility that is not covered by an adopted Airport Land Use Compatibility Plan?**

### Impact Thresholds

In addition to significance thresholds described in Issue 6, project sites that are located within 2 miles of a private airstrip, airport, or airstrip that is not included in an adopted Airport Land Use Compatibility Plan may have a significant impact.

### Impact Analysis

The project site is located within 2 miles of a heliport facility. The KGTV-10 Parking Lot Heliport is located approximately 1.3 miles southwest of the project site. The closest private airport, John Nichol's Field Airport, is located approximately 11.9 miles southeast from the project site in Chula Vista. Based on the location and the approach and departure patterns of the helicopters, the project would not result in a safety hazard related to helicopter operations for people residing or working in the project site.

### Significance of Impacts

The project would not result in a safety hazard for people residing or working within 2 miles of a private airstrip, airport, or heliport facility that is not covered by an adopted Airport Land Use Compatibility Plan. Impacts would be less than significant.

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# 4.6 HYDROLOGY AND WATER QUALITY

This section describes the existing hydrologic and water quality conditions within the project site, identifies current water resource regulations, and evaluates potential hydrology and water quality impacts associated with implementation of the project. Avoidance and minimization measures are included as necessary.

## 4.6.1 Existing Conditions

### Hydrology

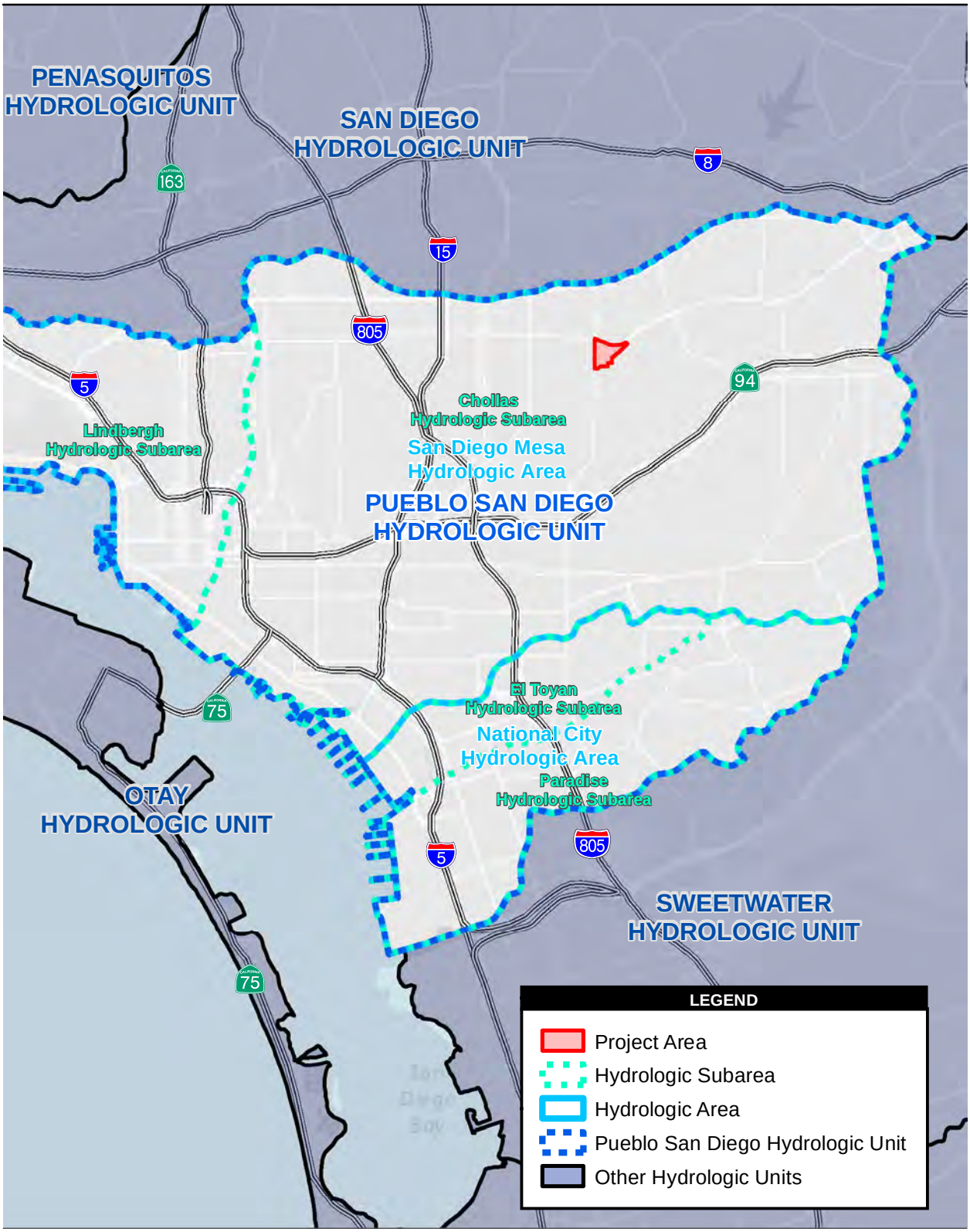
The project is located in the Chollas Hydrologic Subarea (908.22) in the San Diego Mesa Hydrologic Area (HA) No. 908.2 within the Pueblo San Diego Hydrologic Unit (HU) (Figure 4.6-1). The Pueblo San Diego HU is the smallest hydrologic unit in San Diego County encompassing approximately 60 square miles in the cities of San Diego, La Mesa, Lemon Grove and National City. The HU is largely developed (approximately 75% of the land area) and the most densely populated watershed within San Diego County (Project Clean Water [PCW] 2014). A relatively large percentage of land is used for transportation corridors and highways (PCW 2014).

### Local Surface Drainage Features

Surface drainage within the Pueblo San Diego HU mainly consists of relatively small local creeks and pipe conveyances, many of which are concrete-lined and drain directly into San Diego Bay. The main surface water body in the project site is Chollas Creek, which is located on the southeast side of the proposed project site. Chollas Creek is a 30-mile-long stream that begins in areas of Lemon Grove and La Mesa. The river generally flows from the northeast to the southwest through urban areas and ultimately drains to San Diego Bay.

### Groundwater Resources

Groundwater in the project site is from the San Diego Groundwater Formation. The San Diego Formation is part of a thick wedge of sediments that was deposited along the coast in the San Diego Bay area in southwestern San Diego County and underlies the cities of Imperial Beach, Chula Vista, and National City, and southern portions of the city of San Diego. Groundwater flow follows surface flow of Chollas Creek (toward San Diego Bay) and groundwater levels generally fluctuate with corresponding water level changes in the creek. The San Diego Formation is confined and consists of medium to coarse sand, silty sand, and clayey sand. The




Source: CAL H2O 2013; ESRI 2014

2 1 0 2 Miles

Scale: 1:126,720; 1 inch = 2 mile(s)

**Figure 4.6-1**
**Watershed Map**



*Path: P:\2011\60218434\06GIS\6.3_Layout\EIR\FigX_Watershed_Map.mxd, 11/20/2014, SorensenJ*

San Diego Formation has a basin ground surface area of 79,724 acres with an estimated average thickness of approximately 700 to 800 feet (DWR 2004).

**Floodplains**

The climate of the project site is semiarid and the seasonal precipitation is highly variable in frequency, magnitude, and location. Infrequent large bursts of rain can unexpectedly create flash-flood conditions in the area's steep canyons and flood areas. Flooding in San Diego and the rest of southern California most frequently occurs during winter storm events between the months of November and April, and occasionally during the summer when a tropical storm makes landfall in the region.

New construction and redevelopment in potentially hazardous floodplain areas is principally regulated under local zoning codes that consider Federal Emergency Management Agency (FEMA) floodplain mapping. The Federal Insurance Rate Map (FIRM) is the official map created and distributed by FEMA and the National Flood Insurance Program (NFIP) that delineates the Special Flood Hazard Areas (areas subject to inundation by the base flood) for every county and community that participates in the NFIP. FIRMs contain flood risk information based on historic, meteorological, hydrologic, and hydraulic data, as well as open-space conditions, flood control works, and development. The potential for flooding in the project site is high due to the southeast area of the project site being situated within the 100-year Flood Hazard Zone ("Zone A"), which equates to a 1% annual chance of flooding. Figure 4.6-2 shows FEMA floodway and floodplain areas in the project site.

**Water Quality**

Storm water pollution is a primary cause of water quality degradation in urbanized areas due to inadequate runoff treatment and control prior to discharging to a natural drainage or watercourse (e.g., Chollas Creek). Rapid growth and urbanization in the San Diego region have placed increased pressure on maintaining adequate storm water quality and protecting local surface water resources. The effects of increased urbanization have the potential to introduce more anthropogenic pollutants within a watershed, while also contributing to higher runoff volume (and subsequent receiving water impacts) from the increase in hardscape (impervious surfaces) that would otherwise infiltrate into the soil and be filtered naturally.

The project site is currently fully developed and mostly impervious. Land uses include a mixture of residential, commercial business, and light and heavy industrial uses. Typical pollutants that can be expected from these land uses (human or wildlife) include sediment, nutrients, metals,


Source: FEMA 2007

500 250 0 500 Feet

Scale: 1:6,000; 1 inch = 500 feet

**Figure 4.6-2**
**Floodzone Map**



*Path: P:\2011\60218434\06GIS\6.3_Layout\EIR\FigX_Floodzone_Map.mxd, 11/20/2014, SorensenJ*

organic compounds, trash and debris, oxygen-demanding substances, oil and grease, fertilizers, pesticides, bacteria, and viruses. Therefore, greater increases in impervious surface can potentially result in a corresponding increase of these pollutants in storm water runoff and their introduction to surface waters.

Because storm water runoff originating within the project site is conveyed to surface waters in streets, gutters, and storm drain systems, most storm water runoff pollutants would be expected to be conveyed to the receiving waters of Chollas Creek.

Beneficial Uses and Surface Water Quality Objectives

Beneficial uses are the uses of water necessary for the survival or well-being of humans, plants, and wildlife.

Beneficial uses identified in the Water Quality Control Plan for the San Diego Basin (Basin Plan) (RWQCB 1994) for Chollas Creek are:

- REC-2: Non-Contact Water Recreation,
- WARM: Warm Freshwater Habitat, and
- WILD: Wildlife Habitat.

Under Section 303(d) of the 1972 Clean Water Act (CWA), states, territories, and authorized tribes are required to develop a list of water quality limited segments. These waters on the list do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The law requires that the above-mentioned jurisdictions establish priority rankings for water on the lists and develop action plans, called Total Maximum Daily Loads (TMDLs), to improve water quality. Chollas Creek has been listed as impaired on the CWA Section 303(d) list (SWRCB 2010) for copper, lead, zinc, indicator bacteria, diazinon, phosphorus, total nitrogen, and trash. Chollas Creek is currently experiencing these impairments as a result of point/non-point sources, urban runoff/storm sewers, surface runoff, landfills, illegal dumping, highway/road/bridge runoff, and unknown sources. TMDLs for diazinon, indicator bacteria, dissolved copper, lead, and zinc have been developed and approved by USEPA and adopted for Chollas Creek by the San Diego RWQCB.

Narrative and numeric water quality objectives (WQOs) for all surface waters within the San Diego Region are established for a variety of constituents. WQOs for surface waters within the San Diego Mesa HA are established for turbidity (20 Nephelometric turbidity units [NTUs]) and color (20 color units).

## 4.6.2 Regulatory Framework

Various governing laws and regulations serve to protect surface water quality and hydrology by establishing water quality compliance standards or waste discharge requirements (WDRs). These mandates require implementation of a number of design, construction, and operational controls that address structural and nonstructural best management practice (BMP) requirements for proper management and water quality treatment/protection. Applicable regulations and the associated agencies with regulatory authority and oversight are described below.

### Federal Regulations

Federal Clean Water Act of 1972

The federal CWA of 1972 is the basic federal law dealing with surface water quality control and protection of beneficial uses of water. The purpose of the CWA is to provide guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters through prevention and elimination of pollution. The CWA applies to discharges of pollutants into waters of the U.S. The CWA establishes a framework for regulating storm water discharges from municipal, industrial, and construction activities under National Pollutant Discharge Elimination System (NPDES) regulations. In California, SWRCB administers the NPDES program. The following CWA sections are most relevant to the regulation of surface water in the project site:

*CWA Section 208*

Section 208 of the CWA requires all states to assess damages to water quality from nonpoint source pollution and to develop either regulatory or nonregulatory programs to control the pollution. The state's Section 208 program must meet USEPA approval.

*CWA Section 303(d)*

Section 303 of the CWA requires states to adopt water quality standards for all surface waters of the U.S. As defined by the CWA, water quality standards consist of two elements:

- designated beneficial uses of water bodies, and
- criteria that protect the designated uses.

Under CWA Section 303(d), states, territories, and authorized tribes are required to develop a list of water bodies that are considered "impaired" from a water quality standpoint. Water bodies

that appear on this list do not meet, or are not expected to meet, water quality standards even after the minimum required levels of pollution control technology have been implemented to reduce point sources of pollution. The law requires that respective jurisdictions establish priority rankings for surface water bodies on the lists and develop action plans, referred to as total maximum daily loads (TMDLs), to improve water quality. TMDL refers to the amount of a specific pollutant a river, stream, or lake can assimilate and still meet federal water quality standards as provided in the CWA. TMDL accounts for all sources of pollution, including point sources, nonpoint sources, and natural background sources.

The Section 303(d) list of impaired waterbodies provides a prioritization and schedule for development of TMDLs for the state. SWRCB, in compliance with the Section 303(d) of the CWA (33 U.S. Code Section 1313[d]), publishes the list of water-quality-limited segments in California, which includes a priority schedule for the development of TMDLs for each contaminant or "stressor" impacting the waterbody (SWRCB 2010).

*CWA Section 401*

Every applicant for a federal permit or license for any activity that may result in a discharge to a water body must obtain a CWA Section 401 Water Quality Certification for the proposed activity and comply with state water quality standards prescribed in the certification. In California, these certifications are issued by SWRCB under the auspices of the RWQCB. Most certifications are issued in connection with CWA Section 404 U.S. Army Corps of Engineers (USACE) permits for dredge and fill discharges.

*CWA Section 402*

CWA Section 402 sets forth regulations that prohibit the discharge of pollutants into waters of the U.S. from any point source without obtaining an NPDES permit. SWRCB implements the NPDES and the state's water quality programs by regulating point-source discharges of wastewater and agricultural runoff to land and surface waters to protect their beneficial uses. To comply with the CWA water quality regulations, the various RWQCBs in California (nine regions) require permits for discharging or proposing to discharge materials that could affect water quality. SWRCB and its RWQCBs administer the NPDES permit program.

Permitting the construction or modification of outfall structures, where the discharged effluent is authorized or otherwise complies with an NPDES permit, would also be governed under Nationwide Permit #7, requiring the permittee to submit a preconstruction notification to the district USACE engineer before commencing the activity.

SWRCB/RWQCB also regulates discharges to, and the quality of, groundwater resources through the issuance of WDRs. WDRs are issued to discharges that specify limitations relative to the Basin Plan (RWQCB 1994).

Although the NPDES program initially focused on point-source discharges of municipal and industrial wastewater that were assigned individual permits for specific outfalls, results of the Nationwide Urban Runoff Program identified contaminated storm water as one of the primary causes of water quality impairment. To regulate runoff-related (nonpoint-source) discharges, USEPA developed a variety of general NPDES permits for controlling industrial, construction, and municipal storm water discharges.

*CWA Section 404*

Section 404 of the CWA establishes a permit program, administered by USACE, regulating discharge of dredged or fill materials into waters of the U.S., including wetlands. Activities in waters of the U.S. that are regulated under this program include fills for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports), and conversion of wetlands to uplands for farming and forestry. CWA Section 404 permits are issued by USACE.

Federal Antidegradation Policy

The federal antidegradation policy, now a part of the CWA, has been in existence since 1968. The policy protects existing uses, water quality, and national water resources. It directs states to adopt a statewide policy that includes the following primary provisions:

- maintain and protect existing instream uses and the water quality necessary to protect those uses;
- where existing water quality is better than necessary to support fishing and swimming conditions, maintain and protect water quality unless the state finds that allowing lower water quality is necessary for important local economic or social development; and
- where high-quality waters constitute an outstanding national resource, such as waters of national and state parks, wildlife refuges, and waters of exceptional recreational or ecological significance, maintain and protect that water quality.

National Flood Insurance Act

The National Flood Insurance Act of 1968 established the NFIP. The NFIP is a federal program administered by the Flood Insurance Administration of FEMA. It enables individuals who have property within the 100-year floodplain to purchase insurance against flood losses. Community participation and eligibility, flood hazard identification, mapping, and floodplain management aspects are administered by state and local programs and support directorate within FEMA. FEMA works with the states and local communities to identify flood hazard areas and publishes a flood hazard boundary map of those areas.

Executive Order 11988 — Floodplain Management

Executive Order 11988 directs federal agencies to avoid, to the extent practicable and feasible, short- and long-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. Further, Executive Order 11988 requires the prevention of uneconomic, hazardous, or incompatible use of floodplains; protection and preservation of the natural and beneficial floodplain values; and consistency with the standards and criteria of the NFIP.

The basic tools for regulating construction in potentially hazardous floodplain areas are local zoning techniques and FEMA floodplain mapping. The FIRM is the official map created and distributed by FEMA and NFIP that delineates Special Flood Hazard Areas (SFHAs), those areas subject to inundation by the base flood, for every county and community that participates in the NFIP. FIRMs contain flood risk information based on historic, meteorological, hydrologic, and hydraulic data, as well as open-space conditions, flood control works, and development.

For projects that would, upon construction, affect the hydrologic or hydraulic characteristics of a flooding source, and thus result in the modification of the existing regulatory floodway, the effective Base Flood Elevations or the SFHA, a Conditional Letter of Map Revision (CLOMR) would need to be prepared and approved by the County of San Diego and FEMA prior to any work occurring.

**State Regulations**

Porter-Cologne Water Quality Control Act of 1969

Division 7 of the California Water Code is the basic water quality control law for California. This law is titled the Porter-Cologne Water Quality Control Act (Porter-Cologne). Porter-

Cologne establishes a regulatory program to protect water quality and to protect beneficial uses of the state waters.

Porter-Cologne is California's comprehensive water quality control law and is a complete regulatory program designed to protect water quality and beneficial uses of the state's water. It requires the adoption of water quality control plans (basin plans) by the RWQCBs for watersheds within their regions. The basin plans are reviewed triennially and amended as necessary by the RWQCB, subject to the approval of the California Office of Administrative Law, SWRCB, and ultimately USEPA. Moreover, pursuant to Porter-Cologne, these basin plans become part of the California Water Plan when such plans have been reported to the legislature (Section 13141, California Water Code). Porter-Cologne also regulates river or stream crossings during road, pipeline, or transmission line construction that may result in a discharge into a state water body that is not considered to be under the jurisdiction of USACE.

Construction General Permit

Dischargers whose projects disturb 1 or more acres of soil, or less than 1 acre but are part of a larger common plan of development that in total disturbs 1 or more acres, are required to obtain coverage under SWRCB Order 2009-0009-DWQ (as amended by Orders 2010-0014-DWQ and 2012-0006-DWQ), the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). Construction activity subject to this permit also includes linear underground/overhead projects disturbing at least 1 acre. Construction and demolition activities subject to this permit include clearing, grading, grubbing, and excavation, or any other activity that results in a land disturbance equal to or greater than 1 acre.

Linear Utility Project (LUP) construction is also governed under the Construction General Permit (Attachment A), which includes activities necessary for installing underground and overhead linear facilities (e.g., conduits; substructures; pipelines; towers and poles; cables and wires; connectors; switching, regulating, and transforming equipment; and associated ancillary facilities). LUP construction also includes activities necessary for underground utility mark-out, potholing, concrete and asphalt cutting and removal, trenching, excavating, boring and drilling, access road and pole/tower pad and cable/wire pull station construction, substation construction, substructure installation, tower footings and/or foundations construction, pole and tower installations, pipeline installations, welding, concrete and/or pavement repair or replacement, and stockpile/borrow locations.

Permit applicants are required to submit a Notice of Intent to the SWRCB and to prepare a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP identifies BMPs that must be

implemented to reduce construction effects on receiving water quality based on potential pollutants. The BMPs identified are directed at implementing sediment- and erosion-control measures and other measures to control potential chemical contaminants. The SWPPP also includes descriptions of the BMPs to reduce pollutants in storm water discharges after all construction phases are completed at the site (post-construction BMPs).

The Construction General Permit includes several new requirements (as compared to the previous Construction General Permit, 99-08-DWQ), including risk-level assessment for construction sites, an active storm water effluent monitoring and reporting program, rain event action plans, and numeric action levels for pH and turbidity.

General Industrial Permit

Industrial facilities are subject to the requirements of SWRCB Water Quality Order No. 97-03-DWQ NPDES Permit No. CAS00000l, Waste Discharge Requirements for Discharges of Storm Water Associated with Industrial Activities Excluding Construction Activities (General Industrial Permit). These regulations prohibit discharges of non-storm water to waters of the U.S. from a broad range of industrial activities, including mining, manufacturing, disposal, recycling, and transportation, unless such discharges comply with a site-specific NPDES permit. On April 1, 2014, the State Water Resources Control Board adopted Order No. 2014-0057-DWQ, with an effective date of July 1, 2015.

Cobey-Alquist Flood Plain Management Act

The Cobey-Alquist Act of 1967 encourages local governments to plan, adopt, and enforce land use regulations to accomplish floodplain management, in order to protect people and property from flooding hazards. This act also provides state financial assistance for flood control projects.

California Fish and Game Code

Under Sections 1601–1603 of the Fish and Game Code, agencies are required to notify the California Department of Fish and Wildlife (CDFW) prior to implementing any project that would divert, obstruct, or change the natural flow or bed, channel, or bank of any river, stream, or lake.

## Local Regulations

San Diego Regional Water Quality Control Board

As outlined above, SWRCB carries out its water quality protection authority through the adoption of basin plans. These plans establish water quality standards for particular bodies of water. California water quality standards are composed of three parts: the designation of beneficial uses of water, water quality objectives to protect those uses, and implementation programs designed to achieve and maintain compliance with the water quality objectives.

SWRCB Resolution 2005-0019 adopted amendments to the Policy for Implementation of Toxics Standards for Inland Surface Waters, Enclosed Bays, and Estuaries of California in 2005. This policy (enforced by the RWQCB) provides implementation measures for numerical criteria contained in the California Toxics Rule, promulgated in May 2000 by USEPA. When combined with the beneficial use designations in the basin plan, these documents establish statewide water quality standards for toxic constituents in surface waters.

RWQCB, San Diego Region, is responsible for the basin plan for the San Diego Basin, (RWQCB 1994), which governs over the project site.

Basin Plan

The basin plan for the San Diego Basin (RWQCB 1994) establishes water quality objectives for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. Specifically, basin plans are designed to accomplish the following:

1. Designate beneficial uses for surface and ground waters,
2. Set the narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to California's anti-degradation policy,
3. Describe implementation programs to protect the beneficial uses of all water in the region, and
4. Describe surveillance and monitoring activities to evaluate the effectiveness of the basin plans.

The Basin Plan incorporates by reference all applicable SWRCB and RWQCB plans and policies.

In addition to Basin Plan requirements, RWQCB has water quality control authority under Section 401 of the CWA if the City were to apply for a Nationwide Permit under Section 404 of the CWA.

San Diego Municipal Storm Water Permit

Under Phase I of its storm water program, USEPA published NPDES permit application requirements for municipal storm water discharges for municipalities that own and operate separate storm drain systems serving populations of 100,000 or more, or that contribute significant pollutants to waters of the U.S. The project is subject to the San Diego Municipal Storm Water NPDES Permit (Municipal Permit) under Order R9-2013-0001 issued by the San Diego RWQCB. The project design must comply with requirements and measures outlined in the Municipal Permit to minimize impacts to water quality and runoff hydrology for the construction and operational phases of the project over its lifetime.

The Municipal Permit requires all development and redevelopment projects to implement storm water source control and site design practices to minimize the generation of pollutants. The Municipal Permit requires new development and significant redevelopment projects that exceed certain size thresholds (referred to as Priority Development Projects) to implement structural BMPs to reduce pollutants in storm water runoff and control runoff volume.

The Municipal Permit is re-issued every five years, typically imposing more stringent requirements on a wider range of development. These requirements are adopted in the City of San Diego Land Development Manual/Storm Water Standards Manual and apply to both private development and public improvements.

There is increased reliance on low impact development (LID) strategies to meet the Municipal Permit requirements and other storm water regulations such as TMDLs. Examples of LID techniques include bioretention cells, green roofs, porous pavement, infiltration basins, and biofiltration planters.

The Municipal Permit requires that each jurisdiction covered under the permit prepare a Jurisdictional Urban Runoff Management Plan (JURMP). Each of these JURMPs includes a component addressing construction activities, development planning, and existing development.

The City and County of San Diego, and other local jurisdictions within San Diego regulate water quality through a variety of ordinances and guidelines, including but not limited to, jurisdictional urban runoff management programs and other storm water codes, ordinances, and standards. In accordance with the provisions of the Municipal Permit, the County of San Diego developed a

Standard Urban Runoff Mitigation Plan (SUSMP) (County of San Diego 2011) and an SUSMP manual (County of San Diego 2008). The SUSMP and manual identify mitigation strategies required to protect storm water quality for new development and significant redevelopment within the San Diego region.

City of San Diego Storm Water Standards Manual

Under the Municipal Permit, the City of San Diego is required to implement storm water pollution regulations for development projects, which include requirements for storm water BMPs during the construction phase and post-construction (permanent) phase of the project.

In accordance with the provisions of the Municipal Permit, the City of San Diego developed SUSMP requirements to identify mitigation strategies for maintaining hydrology and protecting storm water quality for new development and significant redevelopment projects. The City Storm Water Standards manual (City of San Diego 2012c) establishes these requirements in a series of source control, site design, and treatment control BMPs that are to be implemented by all priority projects. Priority project categories that would subject the project to the City's JURMP include residential development of 10 or more dwelling units, nonresidential development greater than 1 acre, retail space for a restaurant, lunch counter, or refreshment stand selling prepared foods and drinks for immediate consumption, automotive repair shops, and parking lots.

The objectives of the Storm Water Standards manual include the following:

- Prohibit non-storm water discharges.
- Reduce the discharge of pollutants to storm water conveyance systems to the maximum extent practicable by implementing BMPs during the project's construction and post-development phases.
- Provide guidance for proper implementation of LID facilities and design approaches.
- Provide guidance for conformance with regional hydromodification management requirements.

City of San Diego Hydromodification Management Plan

Section D.1 of the Municipal Permit requires a formal Hydromodification Management Plan (HMP) to control increases in runoff (rates and durations) for all Priority Development Projects that have the potential to cause increased erosion, pollutant generation, or other impacts to

stream habitat. These Priority Development Projects are required to implement control measures that reduce or maintain pre-construction flow rates, so that post-construction flow rates do not result in increased downstream erosion. The HMP must develop standards to control pre-/post-project flows based on continuous hydrologic simulation modeling.

The City of San Diego's HMP describes methods to mitigate development-related erosion of receiving waters, including:

- Installing appropriate BMPs that meet design requirements to control runoff from new impervious areas, such as bioretention basins, vegetated swales, planter boxes, and extended detention basins;
- Using sizing calculators to select and size LID treatment devices or flow control basins; and
- Comparing pre-project continuous simulation hydrologic models (Hydrologic Simulation Program-Fortran [HSPF], Hydrologic Engineering Center-Hydrologic Modeling System [HEC-HMS], and Storm Water Management Model [SWMM]) to mitigate post-project runoff peaks and durations (with hydromodification flow controls) until compliance can be demonstrated.

Permit Section D.1 requires LID BMPs to be implemented where possible to help minimize impacts to receiving waters by directing urban runoff to landscaped areas. LID BMPs allow for storm water runoff filtration and infiltration, which reduces post-development runoff rates, volumes, and pollutant loadings. Proper selection and implementation of flow control BMPs and LID design features are necessary for effective hydromodification management.

City of San Diego General Plan – Conservation Element

The stated urban runoff management goals of the City of San Diego General Plan's Conservation Element are to protect and restore all water bodies and to preserve the natural attributes of both the floodplain and floodway without endangering life and property. The policies that have been adopted in order to meet these goals are as follows (City of San Diego 2008b):

(1) Continue to develop and implement public education programs.

(2) Apply water quality protection measures to land development projects early in the process—during project design, permitting, construction, and operations—in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.

(3) Require contractors to comply with accepted storm water pollution prevention planning practices for all projects.

(4) Continue to participate in the development and implementation of Watershed Management Plans for water quality and habitat protection.

(5) Assure that City departments continue to use "Best Practice" procedures so that water quality objectives are routinely implemented.

(6) Continue to encourage "Pollution Control" measures to promote the proper collection and disposal of pollutants at the source, rather than allowing them to enter the storm drain system.

(7) Manage floodplains to address their multi-purpose use, including natural drainage, habitat preservation, and open space and passive recreation, while also protecting public health and safety.

**City of San Diego Land Development Code**

The Land Development Code defines the regulations concerning hydrology and water quality in Chapter 4, Article 3, Division 3, Storm water Management and Discharge Control (Water Quality Controls) and Chapter 14, Article 2, Division 2, Storm Water Runoff and Drainage Regulations (Drainage Regulations).

The purpose of the Water Quality Controls are to further ensure the health, safety, and general welfare of the citizens of the City of San Diego by controlling and eliminating non-storm water discharges to the storm water conveyance system and reducing the pollutants in urban storm water discharges to the maximum extent practicable. The Water Quality Controls are pursuant to the Federal Water Pollution Control Act [Clean Water Act, 33 U.S.C. Section 1251 et seq.] and NPDES Permit No. CA0108758 (as amended) in order to protect and enhance the water quality of the City's watercourses, water bodies, and wetlands. The Water Quality Controls prohibit any non-storm water discharges to the storm water conveyance system and any discharge that results in or contributes to the violation of the NPDES permit. Any activities that could introduce pollutants to the storm water conveyance system are required to implement BMPs to the maximum extent practicable (MEP).

The purpose of the Drainage Regulations are to:

(1) regulate the development of, and impacts to, drainage facilities,

(2) limit water quality impacts from development,

(3) minimize hazards due to flooding while minimizing the need for construction of flood control facilities,

(4) minimize impacts to environmentally sensitive lands,

(5) implement the provisions of federal and state regulations, and

(6) protect the public health, safety, and welfare.

All development must comply with these regulations and implement measures designed to prevent erosion and control sediment.

**Chollas Creek Enhancement Program**

In 2002, the City of San Diego adopted a Chollas Creek Enhancement Program. The program provides several creek-enhancement components that include a Community Vision for Development, Design/Development Guidelines, and a Strategy for Implementation. The Community Vision for Development envisions a linear park encompassing the multiple branches of Chollas Creek, with possible natural and urban treatments. The vision for the Chollas Creek area includes:

- maintaining the natural areas in an undisturbed fashion;
- promoting cohesive new development that integrates buildings, open space, and the creek into successful and useable areas for the community;
- restoring channeled creeks in urbanized areas to more natural and safe conditions; and
- creating usable linkages throughout Chollas Creek and the community to San Diego Bay.

The Design/Development guidelines are based on long established City policies and are specifically designed to address Wetland Restoration and Rehabilitation, Channel Reconstruction, Landscaping, Trail System, Public Art, and Education/Interpretive Program. The Strategy for Implementation includes a 20-year phasing and funding timeline, as well as maintenance and oversight strategies.

### 4.6.3 Impact Analysis

**Issue 1: Would the project result in a substantial increase in impervious surfaces and associated increased runoff?**

**Impact Thresholds**

**A significant impact may result if the project would increase flooding on- or off-site. Impact Analysis**

The project involves land use changes and redevelopment of existing properties that would maintain similar impervious characteristics to the existing development. Currently, the majority of the project site is predominantly impervious surfaces, and proposed conditions could introduce a minimal amount of new hardscape on previously undeveloped lands. A minimal amount of new impervious areas could be added; however, proposed conditions are not expected to result in associated increased runoff compared to existing conditions. The project would be developed in compliance with the Municipal Permit and the City's Storm Water Standards, and would be required to maintain pre-project hydrology. As such, any runoff during construction and post-construction operations would be required to be minimized and treated through recommended LID, site design, and/or structural BMPs mandated by these measures. New LID opportunities would be a beneficial impact to the project by increasing pervious areas, thereby, reducing runoff volumes. Required construction and post-construction activities would be required to adhere to various impact avoidance and minimization measures specified in Section 4.6.4, minimizing potential impacts associated with the increase in impervious surfaces, associated increased runoff, and potential flooding on- or off-site. As a result, no significant impacts would occur.

**Significance of Impacts**

Given the proper incorporation of necessary construction, operations, and site design standards and permits, no impact would be anticipated and the project would have a *less than significant impact*.

**Issue 2: Would the project result in a substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?**

**Impact Thresholds**

A significant impact may result if the project would cause adverse impacts on downstream properties or environmental resources as a result of a change in drainage patterns and runoff flow rates and volumes.

**Impact Analysis**

As discussed above, the project could result in a minimal increase in impervious surfaces; however, increased runoff rates or volumes compared to existing conditions are not anticipated to occur. Therefore, drainage patterns and runoff rates would remain similar to existing conditions. No off-site drainage improvements are anticipated to be required for implementation of the project. Therefore, there would be no expected adverse impact on downstream conditions.

Although the project is not anticipated to alter on- and off-site drainage patterns or impact flow rates or volumes, the project would be developed in compliance with the Municipal Permit and would be required to maintain pre-project hydrology. As such, any runoff during construction and post-construction operations would be required to be minimized and treated through recommended LID, site design, and/or structural BMPs mandated by these measures. New LID opportunities and runoff management, when properly implemented in compliance with the City's Storm Water Standards, would be anticipated to reduce runoff volumes from current conditions, thereby providing a beneficial impact to the project. Required construction and post-construction activities would be required to adhere to various impact avoidance and minimization measures specified in Section 4.6.4, which would minimize the potential for alteration of existing drainage patterns or increases in rate or amount of runoff. Additionally, the project would be designed per City engineering standards to help maintain existing hydrologic conditions. As a result, no significant impacts would occur.

**Significance of Impacts**

Given the proper incorporation of necessary construction, operations, and site design standards and permits, no impact would be anticipated and the project would have a *less than significant impact*.

**Issue 3: Would the project impede or redirect flood flows within a 100-year flood hazard area?**

**Impact Thresholds**

A significant impact may result if the project would impose flood hazards on other properties or if the project proposes to develop within the 100-year floodplain.

**Impact Analysis**

As discussed above, the project could result in a minimal increase in impervious surfaces; however, associated increased runoff compared to existing conditions is not anticipated to occur. Since only a minimal amount of new impervious areas could be added, drainage patterns/flow conditions are expected to remain similar to existing conditions.

The decrease in impervious surface offered by the project would be expected to reduce local flooding impacts. The extent of 100-year flood events would not likely be exacerbated by implementation of the project because the project facilitates the replacement of hardscape with pervious land uses, such as 4.99 acres of park land and 8.5 acres of open space, which would allow storm water runoff to infiltrate into the ground. As shown on Figure 4.6-2, the FEMA 100-year floodway would be fully contained within the existing storm drain conveyance system during a 100-year storm. The remainder of the floodplain (i.e., 100-year floodzone) would be subject to inundation. For these relatively small areas of the project that occur within the 100-year floodzone (Figure 4.6-2), a CLOMR would need to be prepared and approved by the County of San Diego and FEMA prior to any work occurring. In consultation with FEMA and the County of San Diego, the project would then be required to be designed per City requirements to avoid impedance or redirection of flood flows to the maximum extent practicable.

Required construction and post-construction activities would be required to adhere to various impact avoidance and minimization measures specified in Section 4.6.4, minimizing the potential for significant impacts associated with impeding or redirecting flood flows within a 100-year flood hazard area. Additionally, the project would be designed in compliance with the Municipal Permit and the City's Storm Water Standards to help maintain existing hydrologic conditions. The City's Storm Water Standards would mandate inclusion of LID and runoff management, which would reduce impervious surfaces and runoff volumes from current conditions, thereby improving the potential for flooding of the project site. By successfully complying with these measures, runoff during construction and post-construction operations would be minimized and 100-year storm flows would be properly conveyed without impeding or redirecting flood flows that would potentially harm life or property. As a result, no significant impacts would occur.

**Significance of Impacts**

Given the proper incorporation of necessary construction, operations, and site design standards and permits, no impact would be anticipated and the project would have a *less than significant impact*.

**Issue 4: Would the project substantially degrade the quality of groundwater and surface water?**

**Impact Thresholds**

A significant impact may result if the project would degrade the quality of groundwater and surface water or decrease groundwater recharge.

**Impact Analysis**

Groundwater Impacts

Groundwater supplies within the San Diego region are limited by both the geology and the semiarid hydrologic conditions of the region. Only a small portion of the region is underlain by permeable geologic formations that can accept, transmit, and yield appreciable amounts of groundwater. The majority of the groundwater in the project site has been extensively developed, leaving a limited amount potential groundwater available for potential future uses. The project would not involve any long-term use of groundwater. As discussed above, proposed conditions could result in a minimal increase in impervious surfaces. The project would be required to incorporate LID measures in compliance with the Municipal Permit and the City's Storm Water Standards, which would be a beneficial impact to groundwater recharge within the project site. Therefore, no significant impacts to groundwater quality would occur.

Surface Water Impacts

The project would be implemented in proximity to a 303(d)-listed water body (i.e., Chollas Creek), and development near this impaired water body could potentially generate pollutants that would exacerbate existing impairments, cause additional pollution, and impact water quality if not properly controlled. Implementation of the project could potentially allow pollutants to enter receiving waters through the following typical construction activities:

- Building foundation earthwork and excavation that could allow sediment to enter surface/receiving waters during storm events.

- Site preparation, demolition, and construction activities that would require the use of dust suppression methods (i.e., wet methods) to limit the volume of airborne particulates generated during these activities. Runoff from the spraying of soil and construction materials with water could enter surface/receiving waters during storm events unless control measures and BMPs are implemented.
- Demolition and/or construction activities that could involve spills or releases from associated equipment (e.g., spills during refueling and maintenance activities, oil leaks from equipment). These contaminants could enter surface/receiving waters during storm events unless control measures are implemented.

Future development in the project site would be required to be developed in compliance with the Municipal and Construction General permits and the City's Storm Water Standards. As such, any runoff during construction and post-construction operations would be required to be minimized and treated through recommended source control, site design, and/or treatment-control BMPs mandated by these measures. Erosion and sediment controls would be used, and project-specific SWPPPs would be in place during construction activities to reduce the amount of soils disturbed, prevent erosion and sediment transport into receiving waters, and control/minimize pollutants in site runoff. Typical construction BMPs would include, but not be limited to, fiber rolls, storm drain inlet protection, street sweeping and vacuuming, stabilized construction entrance/exit, containment of material delivery and storage areas, and management of concrete and other construction and hazardous wastes.

Operation of the project is not expected to increase the potential for pollutant loading into surrounding water bodies since no new impervious areas would be added, and all development would occur on already developed land. The City's Storm Water Standards would mandate inclusion of LID, which would reduce impervious surfaces, reduce runoff volumes, and improve water quality over current conditions. Vehicle use and associated pollutants (brake dust, motor oil deposits, copper, zinc, and polyaromatic hydrocarbons) are expected to decrease due to the implementation of a more transit-oriented neighborhood village that would enhance pedestrian connectivity between adjacent commercial and residential areas. In addition, the proposed land use changes include the addition of park land and open space, which would reduce impacts to surface water by allowing storm water runoff to infiltrate into the ground.

Future development in the project site would be in compliance with the Municipal and Construction General permits and the City Storm Water Standards, and any runoff during construction and post-construction operations would be required to be minimized and treated through recommended LID, site design, and/or structural BMPs mandated by these measures. Required construction and post-construction activities would be required to adhere to various

impact avoidance and minimization measures specified in Section 4.6.4, likely minimizing the potential for impacts associated with the degradation of groundwater and surface water quality. As a result, no significant impacts would occur.

**Significance of Impacts**

Given the proper incorporation of necessary construction, operations, and site design standards and permits, no impact would be anticipated and the project would have a *less than significant impact*.

**Issue 5: Would the project result in a substantial increase in erosion and sedimentation?**

**Impact Thresholds**

A significant impact may result if the project would cause an increase in erosion and subsequent sedimentation in downstream water bodies.

**Impact Analysis**

As discussed above, implementation of the project could potentially allow pollutants to enter receiving waters during construction activities. Standard construction and post-construction phase BMPs would be required, in accordance with both the Municipal and Construction General permits, to control construction- and operation-related erosion and sedimentation impacts. As such, any runoff during construction and post-construction operations would be required to be minimized and treated through recommended source control, site design, and/or treatment-control BMPs. Erosion and sediment controls would be used, and project-specific SWPPPs would be in place during construction activities to reduce the amount of soils disturbed and to prevent disturbed soils from entering runoff to surface/receiving waters. Typical construction BMPs would include fiber rolls, storm drain inlet protection, street sweeping and vacuuming, stabilized construction entrance/exit, containment of material delivery and storage areas, and management of concrete and other construction and hazardous wastes. Erosion control plans would be prepared and submitted prior to performing any operation that would disturb and expose soil.

Adherence to the regulations above and various impact avoidance and minimization measures specified in Section 4.6.4 would reduce potentially significant impacts associated with erosion and sedimentation. As a result, no significant impacts would occur.

### Significance of Impacts

Given the proper incorporation of necessary construction, operations, and site design standards and permits, no impact would be anticipated and the project would have a *less than significant impact*.

### Issue 6: Would the project violate federal, state, or regional water quality standards or waste discharge requirements?

### Impact Thresholds

A significant impact may result if the project would violate water quality standards or WDRs.

### Impact Analysis

In addition to local, city-specific requirements, regional, state, and federal water quality standards are currently implemented through a variety of programs and permits under the auspices of the SWRCB. These standards have been set to control both point and nonpoint sources of water pollution. Implementation of the project could potentially allow pollutants to enter receiving waters during construction activities. In addition, as discussed above, the project would be implemented in proximity to a 303(d)-listed water body (i.e., Chollas Creek), and development near this impaired water body could potentially generate pollutants that would exacerbate existing impairments, cause additional pollution, and impact water quality if not properly controlled.

However, all development would be required to conform to the water quality standards and WDRs enforced by SWRCB. This would include applying for and complying with storm water permits, all relevant sections of the CWA, and all other relevant standards and regulations. Furthermore, the project would incorporate the Chollas Creek Enhancement Program, which aims to protect and enhance the creek's resources, including water quality, while adhering to all relevant water quality standards.

Because future project implementation would be subject to the newly adopted Construction General Permit (2012-0006-DWQ), it would be required to adhere to the corresponding updated requirements as well. These are as follows:

- Monitoring and reporting of pH and turbidity in storm water discharges;

- Risk level assessments and a more stringent monitoring and reporting requirement for higher risk sites;
- A Rain Event Action Plan for higher risk sites;
- Annual reporting on monitoring activities; and
- Specific training or certifications of key personnel (e.g., SWPPP preparers, inspectors) to ensure that their level of knowledge and skills are adequate to design and evaluate project specifications that would comply with Construction General Permit requirements.

As discussed above, construction and post-construction activities would be required to adhere to various federal, state, and regional water quality standards, such as the Municipal and Construction General permits, as well as the impact avoidance and minimization measures specified in Section 4.6.4. By successfully complying with these measures, impacts associated with water quality standards or WDRs would be minimized. Therefore, no significant impacts would occur.

**Significance of Impacts**

Given the proper incorporation of necessary construction, operations, and site design standards and permits, no impact would be anticipated and the project would have a *less than significant impact*.

**Issue 7: Would the project require or result in the construction of new storm water drainage facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects?**

**Impact Thresholds**

A significant impact may result if the project would require construction of new storm water drainage facilities that could cause significant environmental effects.

**Impact Analysis**

As discussed above, the project involves land use changes and redevelopment of existing properties that would maintain similar impervious characteristics to the existing development. A minimal amount of new impervious areas could be added; however, runoff rates and volumes are not expected to increase compared to existing conditions. Drainage patterns and runoff rates and volumes would remain similar to existing conditions. Therefore, the amount of runoff reaching

the existing local storm water drainage system would be similar to existing conditions and no improvements or expansions to the existing drainage facilities are anticipated.

Although the project is not anticipated to require improvements to the existing drainage system, should that not be achieved, any runoff during post-construction operations would be required to be minimized and treated through recommended LID, site design, and/or structural BMPs, which would provide a beneficial impact to the project by promoting infiltration, reducing runoff volumes, and improving water quality compared to existing conditions. Required construction and post-construction activities would be required to adhere to various impact avoidance and minimization measures specified in Section 4.6.4, minimizing any impacts associated with the construction of new storm water drainage facilities or expansion of existing facilities. As a result, no significant negative impacts would occur.

**Significance of Impacts**

Given the proper incorporation of necessary construction, operations, and site design standards and permits, no impact would be anticipated and the project would have a *less than significant impact*.

### 4.6.4 Mitigation, Monitoring, and Reporting

Mitigation Measures

No mitigation measures are proposed.

Impact Avoidance and Minimization Measures

Construction and post-construction activities would be required to adhere to various federal, state, and local standards, as well as the measures specified below. By successfully complying with these measures, impacts associated with construction- and operation-related impacts (i.e., surface water quality and water quality standards) would be minimized through LID, site design, and/or structural BMPs mandated by these measures. Storm water flow rates and volumes, and drainage patterns are anticipated to remain similar to existing conditions. No significant impacts are anticipated to occur as a result of implementation of the project.

The following describes how existing policies, regulations, and procedures aim to reduce potential impacts related to hydrology and water quality that may otherwise occur with implementation of the project.

In compliance with the Municipal Permit and the City's Storm Water Standards, site design of future project would be required to incorporate the following measures as applicable to each specific future project:

W-1 Projects would implement LID features for the long-term post-construction (operational) phase. Water-quality benefits would be provided through LID designs, source controls, and treatment controls. Depending on site conditions, purpose, and surrounding landscape, the following features would be considered:

W-1.1 Integrating detention basins, biofiltration cells, vegetated swales, infiltration strips, or similar earth-based vegetated system for accepting and conveying runoff associated with permanent impervious features.

W-1.2 Optimizing the use of suitable pervious materials for hardscaped surfaces where applicable (e.g., porous pavements, gravel walkways, grass pavers).

W-1.3 Maximizing soft-bottom drainage that is amenable to vegetative planting and natural treatment of runoff.

W-1.4 Integrating natural rock or similar material for protection against scour and sediment transport at discharge points and on soft-bottom drainages.

W-1.5 Incorporating low-flow pathways for hardscaped impervious drainages (e.g., concrete channels) to concentrate dry-weather flows along the thalweg (i.e., lowest point of flow), minimize vegetative growth, and reduce long-term maintenance.

W-1.6 Enhancing storm water infiltration in areas of poor soil permeability by incorporating buried percolation conveyance components (e.g., buried roof downspouts, subdrains for vegetated areas).

W-1.7 Selecting and designing access routes to minimize impacts to receiving waters, in particular the discharge of identified pollutants to an already impaired water body.

W-1.8 Designing projects located within the 100-year flood zone to minimize the risk of property loss, injury, or death from flooding events in compliance with FEMA Flood Plain requirements.

W-1.9 Maximizing the use of underground or aboveground cisterns for the capture and reuse of rain water.

Construction would implement the following:

W-2 Before initiation of future projects within the project site, compliance with the planning requirements established by the Construction General Permit Order 2012-0006-DWQ, NPDES CAS000002 (amending Order 2009-0009-DWQ as amended by 2010-0014-DWQ), would be established for traditional construction sites. This new permit supersedes and consolidates the requirements of the previous Construction General Permit (Order 99-08-DWQ) and Linear Permit (Order 2003-0007-DWQ), and has been effective since July 1, 2010. Under this Construction General Permit, the following are required:

W-2.1 The contractor would provide a Qualified SWPPP Developer (QSD) to complete a risk determination and prepare a draft SWPPP in accordance with the risk-level requirements in the Construction General Permit. The SWPPP would be prepared by a QSD certified by the California Stormwater Quality Association. A Water Pollution Control Plan (WPCP) for projects that result in less than one acre of grading disturbance would also be prepared as applicable.

W-2.2 The contractor would obtain coverage under the Construction General Permit by uploading Permit Registration Documents (i.e., NOI, SWPPP, and other compliance-related documents required of Order 2012-0006-DWQ) to the California Stormwater Multi-Application and Report Tracking System (SMARTS) website. A Waste Discharge Identification number would be received from SMARTS before initiation of any soil disturbance.

W-2.3 Project construction would comply with all provisions described in the Construction General Permit, and would strictly follow the SWPPP under the direction of a Qualified SWPPP Practitioner (QSP) provided by the contractor and WPCP as applicable. The QSP would maintain and update the SWPPP as necessary to track modifications, BMP locations and implementation, training, and other requirements. The certification statement would be included in the on-site SWPPP. The QSP would be a separate individual from the QSD.

W-2.4 The contractor would be responsible for conducting all required inspections, sampling, recordkeeping, and corrective actions.

W-2.5 After completion of construction activities, the contractor would prepare the Notice of Termination and supporting documentation to submit to the SWRCB via the SMARTS website. To terminate coverage, the project would have to meet permanent stabilization requirements specified by the Construction General Permit, and an acceptance of the Notice of Termination would have to be received from the SMARTS system.

W-2.6 The contractor would submit an Annual Report to the SWRCB through SMARTS. The Annual Report would have to be accepted by the SWRCB before the contractor could be released from the contract.

W-3 The SWPPP (or WPCP) would specify measures to avoid or minimize construction-related surface water pollution to include proper runoff controls, pollutant source controls, and runoff treatment controls (when other nontreatment controls are insufficient for reducing runoff pollutant loads). Project construction would comply with all provisions described in the Construction General Permit and would strictly follow the SWPPP. The QSD would provide SWPPP updates for the QSP to implement so that conditions at the project site are in compliance as site conditions change, BMP locations and types are modified as necessary, and evolving training needs are met.

W-4 The construction SWPPP (or WPCP) would include the water quality protection and monitoring measures required in the Construction General NPDES Permit (Order 2012-0006-DWQ), but would also address the following project-specific practices:

W-4.1 Clearing and grading of native vegetation would be limited to the minimum amount needed to construct, allow access to, and provide fire protection for if earthwork is conducted during the wet season.

W-4.2 Advanced BMP treatment controls (e.g., active treatment systems employing sedimentation traps/ponds with flocculant addition, redundant BMPs, or treatment trains) would be considered when construction sites are less than 500 feet from sensitive receiving waters (i.e., Chollas Creek).

W-4.3 Materials and waste management programs would be implemented during construction within the project limits and on equipment/material laydown areas. Programs would be for solid, sanitary, septic, hazardous, contaminated soil, concrete, and construction waste management; spill prevention; appropriate material delivery and storage; employee training; dust control; and vehicle and equipment cleaning, maintenance, and fueling. Each of these

programs would address proper secondary containment requirements, spill prevention and protection, structural material storage needs, proper concrete washout design and containment, perimeter and surface protection for laydown and maintenance areas, and relaying all such requirements to construction staff. Storage, use, and disposal of hazardous materials would be conducted in accordance with local, state, and federal guidelines pertaining to handling, storage, transport, disposal, and use of such materials.

W-4.4 The SWPPP, WPCP (as applicable), and storm water BMPs would consider design, placement, and discharge locations to avoid impacts to listed species and their habitats (i.e., discharge, dewatering).

W-5 Storm water BMPs would include the following practices, which would be detailed in the SWPPP:

W-5.1 Storm water and erosion controls would be installed prior to soil disturbance on the construction site. Where determined necessary, silt fencing, straw wattles, temporary earthen berms, or similar runoff barriers would be placed along the perimeter of the project site using methodologies and orientations appropriate to control erosion. The fence would be buried at the bottom and staked. Points of discharge from these BMPs or other points of concentrated runoff would employ scour/erosion control. Silt fencing, straw wattles, earthen berming, or a similar barrier would be placed around the perimeter of the project site and properly installed and maintained.

W-5.2 Stockpiles of soil, concrete, and other materials would be covered with a tarp or blanket and/or surrounded with straw wattles or gravel bags. Slopes would be protected with straw wattles or blankets. All straw wattles would be certified as weed-free.

W-5.3 Whenever possible, grading would be phased to limit soil exposure and minimize potential sediment transport. Finished areas would be revegetated and/or hydroseeded as soon as possible with native species known to exist in the project site.

W-5.4 Storm drain inlets would be protected using gravel bags or certified weed-free straw wattles, filter fabrics, absorbent socks, rubber covers, or other materials appropriate for the location. Construction entrances and laydown areas would be stabilized. Materials that could impact storm water runoff would be stored

in lockers, on pallets, inside rubber berms, indoors, or under a cover. Material storage areas would be located away from existing storm drains and surface waters.

W-5.5 Sedimentation basins would be constructed where appropriate and would include standpipe design discharge outlets that allow collected water to drain off at a controlled rate (i.e., drain within 72 hours). Supplemental BMPs for scour protection and erosion control would also be integrated at discharge outlet points, overflow spillways, or similar areas prone to concentrated flow.

W-5.6 Check dams would be used to reduce runoff velocities where necessary.

W-5.7 BMP structural facilities would be regularly inspected and repaired. Damaged or worn silt fences, wattles, gravel bags, and other BMPs would be replaced when they are found to be inadequate or ineffective.

W-5.8 Fueling and maintenance of equipment would take place within existing paved areas or the identified laydown area, but not closer than 100 feet to drainages. Cleaning of vehicles and equipment would take place off-site to the greatest extent possible. If it is necessary to clean vehicles on-site, vehicles may be rinsed with water, and designated bermed areas would be used to prevent rinse water contact with storm water and other water bodies. Soaps or detergents would not be used. Collected rinsate would be transferred to a temporary holding tank or a vactor truck (a vacuum truck with a tank on board for collecting wastewater and sediment) for discharge off-site (e.g., batch discharge to a sanitary sewer with proper authorization and clearance).

W-5.9 Construction equipment staging and access, and disposal or temporary placement of excess fill within drainages or other wetland areas, would be prohibited.

The following post-construction measures would be implemented:

W-6 Once construction is completed, an operations and maintenance program would be implemented in accordance with Municipal NPDES Permit Order No. R9-2013-0001, which would be implemented for the life of the project to ensure the continued effectiveness of post-construction BMPs. Maintenance activities would vary from area to area depending on the BMPs in place, but would include the following:

W-6.1 Cleaning and removing debris from BMP inlets, outlets, or catchments after major storm events.

W-6.2 Mowing and maintaining vegetated BMPs (e.g., maintaining swales and/or detention/retention systems to original cross sections and infiltration rates).

W-6.3 Removing accumulated trash, debris, and/or sediment from BMPs before each wet season (i.e., September).

W-6.4 Seeding or sodding to restore or maintain ground cover.

W-6.5 Repairing erosion areas and stabilizing repairs with additional erosion-control measures.

W-6.6 Removing and replacing all dead and diseased vegetation as necessary to maintain vegetation coverage and minimize erosion. Replacement vegetation would not include any invasive species.

W-6.7 Managing fertilizer use (particularly in the wet season) and minimizing or avoiding herbicide or pesticide applications during all times of the year.

W-6.8 Maintaining BMP vegetation health (i.e., periodic irrigation or batch watering) without causing runoff from overirrigation.

W-6.9 Implementing structural and nonstructural programs (i.e., routine procedures or practices) to prohibit the storage of uncovered hazardous substances in outdoor areas and implementing good housekeeping procedures on a routine basis.

W-6.10 Inspecting and replacing inlet protection/filters as necessary.

# 4.7 LAND USE

## 4.7.1 Existing Conditions

This section describes existing land uses in the project site and surrounding area. This section also discusses the existing relevant land use policies and regulations, and the proposed rezone and amendments to the General Plan and Mid-City Communities Plan.

### Existing Land Uses

On-site Land Uses

Existing land uses within the approximately 43-acre project site are shown in Table 4.7-1 below.

**Table 4.7-1**
**Project site – Year 2013 Existing Land Use Distribution**

| Land Use Categories | Acres | % of Community |
|---|---|---|
| Residential | | |
| Multi-Family (21 dwelling units) | 0.62 | 1.45% |
| Single-Family Detached (3 dwelling units) | 0.67 | 1.56% |
| Total Residential (24 dwelling units) | 1.29 | 3.01% |
| Commercial | | |
| Commercial/Retail | 12.72 | 29.68% |
| Total Commercial | 12.72 | 29.68% |
| Open Space | 3.00 | 7.00% |
| Institutions and Utilities | | |
| Institutions | 2.56 | 5.97% |
| Utilities | 0.73 | 1.70% |
| Total Institutions, and Utilities | 3.29 | 7.68% |
| Other | | |
| Right-of-Way (Chollas Parkway) | 11.40 | 26.60% |
| 54th Street, University Ave. & Lea St. ROW | 10.43 | 24.34% |
| Vacant/Undeveloped | 0.51 | 1.19% |
| Total Other | 22.34 | 52.14% |
| **GRAND TOTAL** | **42.85** | **100.00%** |

As shown in Table 4.7-1, the largest existing land use (coverage) within the project site is composed of street ROWs, occupying approximately half of the total site.

The second largest existing land coverage on site is the commercial uses at approximately 12.72 acres, or just over 29 percent. This includes the Kmart shopping center and grocery store within the center of the site; and the auto-oriented retail on the eastern portion of the site.

Institutional uses and utilities comprise almost 8 percent of the project site and include the Teen Challenge Center (a 50-bed rehabilitation facility), and the SDG&E substation. Residential uses on the site are located in the southwest portion of the project site, and include a 21-unit multi-family residential complex located on Lea Street, and 3 single-family homes located on 54th Street south of Lea Street.

There are 3 acres of open space lands within the project site. This includes the Chollas Creek watershed just south of Chollas Parkway, and City-owned Multiple Habitat Planning Area (MHPA) land just south of the creek (Figure 3-2).

The proposed land uses are identified in acreages in Table 3-2 in this Chapter.

Surrounding Land Uses

The project site is surrounded predominately by residential land uses. Single-family residences are located to the south and west, with multi-family land uses located adjacent to the northwest portion of the site. Northwest of the project site is a mixture of commercial, institutional, and public recreation uses. To the north of the site is a mixture of multi-family housing developments, existing auto-oriented commercial services, and the Promise Hospital, a long-term care hospital facility. Also located north of the site is Mann Middle School and Crawford High School. To the northeast, east, and southeast of the site is a mixture of multi-family residential complexes.

With the exception of land immediately adjacent to University Avenue, many adjacent uses are located on bluffs overlooking Chollas Triangle and physically disconnected from the site. The area surrounding the site has experienced an increase in redevelopment activity during the last several years.

**Relevant Plans, Policies, and Regulations**

Development is guided by the City's General Plan, and more specifically by the adopted Mid-City Communities Plan. Various other local, regional, and state plans, programs, and regulations are utilized to evaluate development of land within the City of San Diego (Table 4.7-2). A discussion of the consistency of the project with all relevant plans is discussed below in Section 4.7.3, Impact Analysis.

**Table 4.7-2**
**Applicable Documents**

| |
|---|
| City of San Diego<br>• City of San Diego General Plan<br>• Mid-City Communities Plan (1998)<br>• Zoning Ordinance (City of San Diego Land Development Code)<br>• Environmentally Sensitive Lands Regulations<br>• Multiple Species Conservation Program (MSCP) Subarea Plan |
| Regional Plans<br>• SANDAG Regional Comprehensive Plan, including Smart Growth Concept Map<br>• Regional Air Quality Strategies<br>• Regional Water Quality Resources Board |

City of San Diego General Plan

The comprehensive update of the City's General Plan (March 10, 2008) was based on a new planning strategy for the City developed in the 2002 Strategic Framework Element. The Strategic Framework describes the role and purpose of the General Plan, outlines the City of Villages strategy, presents 10 Guiding Principles that helped to shape the General Plan, summarizes the plan's elements, and discusses how implementation would occur.

Under the City of Villages strategy, the General Plan directs new development away from natural undeveloped lands into existing urbanized areas and/or areas with conditions allowing the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure.

The General Plan includes 10 elements that are intended to provide guidance for future development. These are listed here and discussed in more detail below: (1) Land Use and Community Planning Element; (2) Mobility Element; (3) Urban Design Element; (4) Economic Prosperity Element; (5) Public Facilities, Services, and Safety Element; (6) Recreation Element; (7) Conservation Element; (8) Noise Element; (9) Historic Preservation Element; and (10) Housing Element. The Housing Element was last updated in 2013 and is provided under separate cover due to the need for more frequent updates. Elements of the General Plan contain a variety of goals and policies that relate to environmental issues. The tables provided below contain the relevant environmental policies.

*Land Use Element*

The Land Use Element provides overarching policies to integrate the City of Villages strategy and guide the provision of public facilities while accommodating planned growth. Policies

within the Land Use Element in combination with other elements also protect coastal resources and ensure consistency with zoning regulations (i.e., Land Development Code).

The Land Use Element of the General Plan is largely seen as the structure and framework for developing and amending community plans. When appropriate, policies call for community plans to further identify appropriate land uses to meet the goals set by the General Plan and City of Villages strategy. The policies also indicate that mixed-use areas, villages, and community-specific policies are developed with public input and involvement.

The Land Use Element contains five goals related to community planning. These are to provide:

- Community plans that are clearly established as essential components of the General Plan to provide focus upon community-specific issues.
- Community plans that are structurally consistent yet diverse in their presentation and refinement of city-wide policies to address specific community goals.
- Community plans that maintain or increase planned density of residential land uses in appropriate locations.
- Community plan updates that are accompanied by updated Public Facilities Financing Plans (PFFPs).
- Community plans that are kept consistent with the future vision of the General Plan through comprehensive updates or amendments.

Community plans are important because they contain specific policies that protect community character. Future public and private development proposals would be evaluated for consistency with policies in the community plans.

***City of Villages Strategy:*** The General Plan Land Use Element establishes a City of Villages strategy to focus growth into mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system. A "village" is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. Each village is unique to the community in which it is located. The strategy draws upon the strengths of San Diego's natural environment, neighborhoods, commercial centers, institutions, and employment centers; it also focuses on the long-term economic, environmental, and social health of the City and its many communities.

***Village Propensity.*** The Village Propensity Map in the Land Use Element of the General Plan (see General Plan Figure LU-1) illustrates existing areas that already exhibit village

characteristics and areas that may have a propensity to develop as village areas. General Plan Figure LU-1 indicates that the project site possesses a moderately high potential for village development, as described in the General Plan. Factors considered in locating village sites and ranking village propensity include community plan-identified capacity for growth; existing public facilities or an identified funding source for facilities; and existing or an identified funding source for transit service, community character, and environmental constraints (City of San Diego 2008b).

Village propensity also takes into consideration the location of parks, fire stations, and transit routes.

*Mobility Element*

The Mobility Element contains policies that promote a balanced, multi-modal transportation network while minimizing environmental and neighborhood impacts. In addition to addressing walking, streets, and transit, the element also includes policies related to regional collaboration, bicycling, parking, the movement of goods, and other components of the transportation system. The relevant policies in the Mobility Element that apply to the project are included in Table 4.7-3.

*Urban Design Element*

Urban Design Element policies call for development that respects the City's natural setting; enhances the distinctiveness of neighborhoods; strengthens the natural and built linkages; and creates mixed-use, walkable villages throughout the City. The Urban Design Element addresses urban form and design through policies relative to San Diego's natural environment that work to preserve open space systems and target new growth into compact villages.

*Public Facilities, Services, and Safety Element*

The Public Facilities, Services, and Safety Element is directed at providing adequate public facilities and services through policies that address public financing strategies, public and developer financing responsibilities, prioritization, and the provision of specific facilities and services that must accompany growth. The policies within the Public Facilities Element also apply to fire-rescue; police; wastewater collection and treatment; storm water infrastructure; water supply and distribution; waste management; libraries; schools; public utilities; and disaster preparedness.

**Table 4.7-3**
**Relevant Mobility Element Policies**

| Policy | Description |
|---|---|
| ***Street Layout, Design and Operations*** | |
| ME-C.6. | Locate and design new streets and freeways and, to the extent practicable, improve existing facilities to: respect the natural environment, scenic character, and community character of the area traversed; and to meet safety standards.<br>a. Establish general road alignments and grades that respect the natural environment and scenic character of the area traversed. This could be accomplished through use of a modified or truncated grid system.<br>b. Design roadways and road improvements to maintain and enhance neighborhood character.<br>c. Design streets and highways that incorporate physical elements to improve the visual aspects of roadways.<br>d. Provide adequate rights-of-way for scenic lookouts, and obtain scenic easements to ensure the preservation of scenic views.<br>e. Preserve trees and other aesthetic and traffic calming features in the median and along the roadside.<br>f. Avoid or minimize disturbances to natural landforms.<br>g. Contour manufactured slopes to blend with the natural topography.<br>h. Promptly replant exposed slopes and graded areas to avoid erosion.<br>i. Employ landscaping to enhance or screen views as appropriate.<br>j. Select landscape designs and materials on the basis of their aesthetic qualities, compatibility with the surrounding area, and low water demand and maintenance requirements.<br>k. Utilize signs, lights, furniture, and other accessories suitable for the location.<br>l. Place utility lines underground.<br>m. Emphasize aesthetics and noise reduction in the design, improvement, and operation of streets and highways.<br>n. Avoid frequent driveway curb cuts that create conflict points between autos and pedestrians. |
| ME-C.7. | Preserve and protect scenic vistas along public roadways.<br>a. Identify state highways where the City desires to preserve scenic qualities and work with Caltrans to pursue official scenic highway designation.<br>b. Designate scenic routes along City streets to showcase scenic vistas and to link points of visitor interest.<br>c. Adopt measures to protect aesthetic qualities within scenic highways and routes. |

Source: City of San Diego General Plan Mobility and Community Planning Element 2008.

*Recreation Element*

The goals and policies of the Recreation Element have been developed to take advantage of the City's natural environment and resources; build a sustainable park and recreation system; provide parkland and recreation facilities that keeps pace with population growth; help meet the challenge of providing an equitable balance of recreational resources, especially acute in the older, urbanized communities, and; adapt to future recreation needs.

*Conservation Element*

The Conservation Element contains policies to guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity. San Diego's resources include, but are not limited to water, land, air, biodiversity, minerals, natural materials, recyclables, topography, viewsheds, and energy. The relevant policies in the Conservation Element that apply to the community plan amendment and rezone are included in Table 4.7-4.

**Table 4.7-4**
**Relevant Conservation Element Policies**

| Policy | Description |
|---|---|
| CE-A.2. | Reduce the City's carbon footprint. Develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth in the General Plan to:<br>• Create sustainable and efficient land use patterns to reduce vehicular trips and preserve open space;<br>• Reduce fuel emission levels by encouraging alternative modes of transportation and increasing fuel efficiency;<br>• Improve energy efficiency, especially in the transportation sector and buildings and appliances;<br>• Reduce the Urban Heat Island effect through sustainable design and building practices, as well as planting trees (consistent with habitat and water conservation policies) for their many environmental benefits, including natural carbon sequestration;<br>• Reduce waste by improving management and recycling programs;<br>• Plan for water supply and emergency reserves. |
| CE-B.1. | Protect and conserve the landforms, canyon lands, and open spaces that: define the City's urban form; provide public views/vistas; serve as core biological areas and wildlife linkages; are wetlands habitats; provide buffers within and between communities; or provide outdoor recreational opportunities.<br>a. Utilize Environmental Growth Funds and pursue additional funding for the acquisition and management of MHPA and other important community open space lands.<br>b. Support the preservation of rural lands and open spaces throughout the region.<br>c. Protect urban canyons and other important community open spaces including those that have been designated in community plans for the many benefits they offer locally, and regionally as part of a collective citywide open space system (see also Recreation Element, Sections C and F; Urban Design Element, Section A).<br>d. Minimize or avoid impacts to canyons and other environmentally sensitive lands, by relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands.<br>e. Encourage the removal of invasive plant species and the planting of native plants near open space preserves.<br>f. Pursue formal dedication of existing and future open space areas throughout the City, especially in core biological resource areas of the City's adopted MSCP Subarea Plan.<br>g. Require sensitive design, construction, relocation, and maintenance of trails to optimize public access and resource conservation. |

| Policy | Description |
|---|---|
| CE-B.2. | Apply the appropriate zoning and Environmentally Sensitive Lands (ESL) regulations to limit development of floodplains, sensitive biological areas including wetlands, steep hillsides, canyons, and coastal lands.<br>a. Manage watersheds and regulate floodplains to reduce disruption of natural systems, including the flow of sand to the beaches. Where possible and practical, restore water filtration, flood and erosion control, biodiversity and sand replenishment benefits.<br>b. Limit grading and alterations of steep hillsides, cliffs and shoreline to prevent increased erosion and landform impacts. |
| CE-B.5. | Maximize the incorporation of trails and greenways linking local and regional open space and recreation areas into the planning and development review processes. |
| CE-B.6. | Provide an appropriate defensible space between open space and urban areas through the management of brush, the use of transitional landscaping, and the design of structures (see also Urban Design Element, Policy UD-A.3.o). Continue to implement a citywide brush management system. |
| CE-D.5. | Integrate water and land use planning into local decision-making, including using water supply and land use studies in the development review process. |
| CE-G.1. | Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability.<br>a. Educate the public about the impacts invasive plant species have on open space.<br>b. Remove, avoid, or discourage the planting of invasive plant species.<br>c. Pursue funding for removal of established populations of invasive species within open space. |
| CE-G.2. | Prioritize, fund, acquire, and manage open spaces that preserve important ecological resources and provide habitat connectivity. |
| CE-G.3. | Implement the conservation goals/policies of the City's MSCP Subarea Plan, such as providing connectivity between habitats and limiting recreational access and use to appropriate areas. |
| CE-H.1. | Use a watershed planning approach to preserve and enhance wetlands. |
| CE-H.7. | Encourage site planning that maximizes the potential biological, historic, hydrological and land use benefits of wetlands. |
| CE-H.8. | Implement a "no net loss" approach to wetlands conservation in accordance with all city, state, and federal regulations. |

Source: City of San Diego General Plan Conservation and Community Planning Element 2008.

*Noise Element*

The Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people living and working in the City from an excessive noise environment. The specific policies in the Noise Element that apply to the development of all community plans throughout the City are included in Table 4.7-5.

**Table 4.7-5**
**Relevant Noise Element Policies**

| Policy | Description |
|---|---|
| NE-A.1 | Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses. |
| NE-A.2 | Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on Table NE-3) to minimize the effects on noise-sensitive land uses. |

Source: City of San Diego General Plan Noise and Community Planning Element 2008.

*Housing Element*

The separately adopted 2013–2020 Housing Element is intended to assist with the provision of adequate housing to serve San Diegans of every economic level and demographic group.

*Economic Prosperity Element*

The intent of the Economic Prosperity Element is "… to improve the economic prosperity by ensuring that the economy grows in ways that strengthen our industries, retail and create good jobs with self-sufficient wages, increase average income, and stimulate economic investment in our communities" (City of San Diego 2008b).

The Economic Prosperity Element addresses the community planning process and the distribution of land uses. This element applies to the project site, especially for the goals and policies related to employment opportunities from infill development near transit and village-type development, small business enterprises, and the retention of industrial uses.

*Historic Preservation Element*

The Historic Preservation Element guides the preservation, protection, restoration, and rehabilitation of historical and cultural resources. The specific policies in the Historic Preservation Element that apply to the development of all community plans and amendments throughout the City are included in Table 4.7-6.

**Table 4.7-6**
**Relevant Historic Preservation Element Policies**

| Policy | Description |
|---|---|
| HP-A.2 | Fully integrate the consideration of historical and cultural resources in the larger land use planning process.<br>a. Promote early conflict resolution between the preservation of historical resources and alternative land uses.<br>b. Encourage the consideration of historical and cultural resources early in the development review process by promoting the preliminary review process and early consultation with property owners, community and historic preservation groups, land developers, Native Americans, and the building industry.<br>c. Include historic preservation concepts and identification of historic buildings, structures, objects, site, neighborhoods, and non-residential historical resources in the community plan update process.<br>d. Conservation areas that are identified at the community plan level, based on historical resources surveys, may be used as an urban design tool to complement community character.<br>e. Make the results of historical and cultural resources planning efforts available to planning agencies, the public and other interested parties to the extent legally permissible. |

Source: City of San Diego General Plan Historic Preservation and Community Planning Element 2008.

Adopted Mid-City Communities Plan

The Mid-City Communities Plan area is one of more than 50 community planning areas within the City. The community plan for a given area outlines the goals, objectives, and policies for future land use development within that community. Community plans work to implement the General Plan and, as such, are written to be consistent with the policies and recommendations of the General Plan and other citywide policies. Land use mapping for the City is accomplished at the community plan level, using land use categories established and defined within the General Plan Land Use Element.

Community plans provide guidance for public and private development proposals. However, community plans typically do not contain regulatory requirements. Regulatory requirements are contained in the Land Development Code (LDC), as explained in the Land Development Code section below.

Each community plan must be in harmony with other community plan documents, the General Plan, and City policies. Community plan documents include sections addressing land use, transportation, urban design, public facilities, services, economic development, and other issues important to the community. Plans are tailored to address the needs of each community with specific recommendations and goals designed to reflect the unique issues and concerns pertinent to the individual community. Community plans complement General Plan policies by designating appropriate areas for village development and specific land uses and selecting sites for public facilities.

The adopted Mid-City Communities Plan (1998), as amended, addresses the development of land within the four Mid-City communities of City Heights, Eastern Area, Kensington-Talmadge, and Normal Heights. The plan provides more detailed land use, design, roadway, and implementation information than what is found at the General Plan level. The Community Plan envisions the reestablishment of a deep-rooted community: one that attracts new residents and whose inhabitants are planning to stay. This vision is characterized by the following:

- Neighborhoods that are safe
- Neighborhoods that recognize, maintain, and enhance their unique identity and provide an excellent environment for family living
- A community, in partnership with local government and surrounding communities, that sees its physical, economic, and social evolution as a continuing process of planning and development activity oversight that endures beyond the completion of this planning stage

- An integrated open space system of natural canyons, park grounds, urban plazas, and landscaped streets
- Preserved environmental, cultural, and historic resources
- A diverse array of attractive and affordable housing types that cater to a full range of family and living styles
- First class schools, and educational and recreational facilities
- Buildings of excellent design within the framework of a community order of appropriately arranged land uses
- Vital commercial, business, and employment centers
- A functioning transportation system that connects to the larger regional system and features landscaped streets, fixed rail, electric buses and trolleys, and intra-community shuttles
- Streets, businesses, and public gathering spaces that promote interaction among residents of Mid-City and that will draw people from elsewhere to discover Mid-City

Specific goals, objectives, and policies to implement the adopted Mid-City Communities Plan are contained in its elements: Neighborhoods, Natural and Cultural Resources, Urban Design, Land use, Economic Development, Public Facilities and Services, and Transportation.

The Mid-City Communities Plan contains policies within the Natural and Cultural Resources Element that address the community's parks and open space system, trails planning, preservation of canyons and creeks, air and water quality, biological resources, noise, and historical and cultural resources. Table 4.7-7 lists the policies that address environmental issues.

**Table 4.7-7**
**Relevant Community Plan Natural and Cultural Resources Element Policies**

| Element | Section | Sub Section | Policy |
|---|---|---|---|
| Natural and Cultural Resources | Geotechnical Conditions | Faults and Liquefaction-Goals | Consider the use of fault areas as linear open space areas or linkages to open space resources. |
| | | | Minimize development in areas prone to liquefaction. Ensure adequate building measures when development of liquefaction areas is unavoidable. |
| | | Faults and Liquefaction-Recommendations | Provide an adequate building setback from all known faults. |
| | | | Utilize development controls, dedications and |

| Element | Section | Sub Section | Policy |
|---|---|---|---|
| Natural and Cultural Resources (Cont.) | Geotechnical Conditions Contd. | | easements to minimize potential earthquake hazards to private property. |
| | | | Utilize appropriate building techniques and site planning in areas of known geotechnical hazard. |
| | | Soil Structure, Landslides, Shrink and Swell Characteristics-Goal | Avoid building construction in areas with inadequate soil conditions. |
| | | Soil Structure, Landslides, Shrink and Swell Characteristics-Recommendations | Utilize appropriate building techniques in areas of known geotechnical hazard. |
| | | | Cluster building construction in areas not affected by geotechnical hazard conditions. |
| | Environmental Quality | Biological Resources-Goals | Protect canyon, hillside, and creek-side natural wildlife habitats from urban encroachment and conflicting uses. |
| | | | Improve and enhance riparian habitat in Chollas Creek (City Heights and Eastern Area). |
| | | Biological Resources-Recommendations | Apply the appropriate development restrictions to riparian areas along Chollas Creek. |
| | | | Prepare and implement a master plan for the enhancement of Chollas Creek which protects natural wildlife and riparian habitat. |
| | | Air Quality-Goal | Improve air quality throughout Mid-City through local monitoring, awareness and the promotion of non-polluting forms of transportation. |
| | | Air Quality-Recommendations | Utilize public relations techniques and physical improvements to promote non-polluting pedestrian access and bicycling as primary intra-community modes of transportation. |
| | | Water Quality-Goal | Improve and enhance riparian habitat in Chollas Creek as a means of improving water quality. |
| | | | Encourage use of reclaimed water for landscaping and encourage low water demand landscaping. |
| | | Noise-Goal | Maintain adequate sound levels in residential neighborhoods. |
| | | Noise-Recommendations | Mitigate sound pollution conditions created along major transportation corridors and certain businesses. |
| | | | Encourage the use of “noise masking” techniques when appropriate. |
| | Open Space | Land Form-Canyons and Creeks-Goals | Permanently link and preserve all canyons, slopes and floodways, designated as such in this Plan, as open space. |
| | | | Develop passive recreational space in undeveloped canyons, where the natural integrity of the canyon can be preserved. |
| | | | Preserve areas of native vegetation. |
| | | Land Form-Canyons and Creeks-Chollas Creek | Preserve and enhance Chollas Creek as a linear open space system to provide passive recreational opportunities, visual relief and biological habitat preservation. |
| | | | Where acquisition of Chollas Creek is not feasible, explore other means of preservation |

| Element | Section | Sub Section | Policy |
|---|---|---|---|
| Natural and Cultural Resources | Open Space (Cont.) | | such as open space easements, development restrictions and other means. |
| | | | Develop a Master Plan for the enhancement of Chollas Creek as a passive linear park |
| | | Land Form-Canyons and Creeks-Recommendations | Preserve sensitive slopes, canyons, floodways and other areas designated as open space through acquisition, zoning, resource regulation or other available methods. |
| | | Parks and Open Space-Goals | Protect biological, visual, and topographic resources. |
| | | | Ensure the preservation of an open space system through appropriate designation and protection. |
| | | | Provide access to usable public open space systems in order to increase passive recreational opportunities. |
| | | | Utilize easements and appropriate open space zoning to maintain and enlarge parks and open space. |
| | | | Property acquired by the City for open space preservation should be officially dedicated for that purpose. |
| | | | Create a system of linkages between Mid-City parks and open space. |
| | | Trails-Goals | Provide limited non-vehicular access to open space areas within the community. |
| | | | Enhance links between park and open space areas within and outside the community. |
| | | Trails-Recommendations | Limit trails within open space areas to those that provide designated linkages. Trails should be located to minimize impacts to sensitive slopes and vegetation. Security, fire risk, and maintenance should also be considered in the location of trails. |
| | | | Identify design concepts, routes, and funding for the development and maintenance of a non-vehicular trail system. |
| | | | Identify and improve key streets that link open space resources and community facilities. |

As a component of the Community Plan Amendment, a section has been added to the Neighborhoods Element to specifically address the Chollas Triangle site. Within the new section, the additional policies provide a framework for future development to minimize environmental impacts through infrastructure improvements and site design. Table 4.7-8 lists these policies.

**Table 4.7-8**
**Relevant Policies Proposed to be Added the Community Plan Neighborhoods Element**

| CHOLLAS TRIANGLE DRAFT CPA ENVIRONMENTAL POLICIES | |
|---|---|
| Urban Design | Recommendations<br>• Incorporate green infrastructure (pervious paving, flow through planters, bio-retention swales, etc.) as a means to cleanse storm water run-off prior to entering Chollas Creek.<br>• Minimize urban heat island affect through building design, roof design and site landscape.<br>• Utilize topography to enhance views and minimize grading.<br>• Utilize topography to enhance prominent views into and out of the site. |
| Open Space | Recommendations<br>• Enhance Chollas Creek as a community amenity through the restoration of natural habitat along the creek and the creation of a buffer from non-compatible uses.<br>• Allow for uses to include picnic areas, multi-purpose turf areas, walkways, and landscaping within the active park area |

Land Development Code (LDC)

Chapters 11 through 15 of the City's Municipal Code are referred to as the LDC, as they contain the City's land development regulations that dictate how land is to be developed and used within the City. The LDC contains Citywide base zones and the planned district ordinances that specify permitted land use and zoning based development standards.

The project site is governed by commercial and industrial Citywide zones. The parcels that front University Avenue are governed by the CC-5-3 Community Commercial zone, which is intended to accommodate heavy commercial, residential, and limited industrial development with an auto orientation. The parcels that are located on the southern end of the site are governed by the IL-2-1 industrial zone, intended to allow a mix of light industrial and office uses with limited commercial. The Chollas Parkway ROW is also zoned IL-2-1. The 3-acre City-owned open space located south of Chollas Parkway is zoned OR-1-1, which allows open space with no more than 1 dwelling unit per 10,000 square feet.

The project site is located within the Transit Area Overlay zone, which provides supplemental parking regulations for areas receiving a high level of transit service. The intent of this overlay zone is to identify areas with reduced parking demand and to lower off-street parking requirements accordingly.

*Historical Resources Regulations*

The Historical Resources Regulations (Chapter 14, Article 3, Division 2) apply when historical resources are present. As defined by the Historical Resources Regulations, historical resources include historical buildings, historical structures, or historical objects; important archaeological sites; historical districts; historical landscapes; and traditional cultural properties. Because many of the structures were constructed over 45 years ago, there is a potential for unknown, historical and archaeological resources to be encountered as a result of future development implemented in accordance with the project.

The project site contains 19 parcels, 6 of which are vacant or contain parking for adjacent uses. Of the remaining 13 parcels, 10 contain one structure; 1 contains two structures, one of which is built across the parcel line. Of the 14 extant structures within the project site, most are 45 years old or older.

*Environmentally Sensitive Lands (ESL) Regulations*

The purpose of the ESL Regulations (Chapter 14, Article 3, Division 1) is to protect, preserve, and, where damaged, restore ESLs and the viability of the species supported by those lands. The ESL Regulations apply to all proposed development when environmentally sensitive lands, including sensitive biological resources, steep hillsides, floodplains, or coastal bluffs, are present. The regulations are designed to ensure that development occurs in a manner that protects natural resources and the natural and topographic character of the area, and retains biodiversity and interconnected habitats.

The ESL Regulations contain development regulations that are applied through a Site Development Permit when there is a potential for impacts to environmentally sensitive resources. For areas outside of the MHPA (see below), the ESL Regulations provide no limit on development encroachment into sensitive biological resources, with the exception of wetlands (including vernal pools) and listed non-covered species habitat and narrow endemic species. Development of steep hillsides outside of the MHPA is only allowed when necessary to achieve a maximum development area of 25% of the premises. Development encroachment into steep hillsides and sensitive biological resources within the MHPA is restricted. Development within the MHPA beyond 25% of the least environmentally sensitive areas is not allowed; thus, such proposed development would be required to process an MHPA Boundary Line Adjustment. If development does not comply with the Hillside encroachment allowances, a deviation would be required and granted by the City if specified findings could be made.

The ESL Regulations for Special Flood Hazard Areas requires that each project must be studied to determine the effects to base flood elevations and ensure they would not result in flooding, erosion, or sedimentation impacts on- or off-site.

Within the project site, ESL resources include sensitive species and habitats, wetlands, and steep hillsides. Many of the ESL resources are within the existing designated MHPA and are thus restricted from development encroachment of more than 25% of the least sensitive areas.

Additionally, Chollas Creek and the southwest portion of Chollas Parkway are within the 100-year and 500-year floodplains.

Multiple Species Conservation Plan (MSCP)

The MSCP is a comprehensive habitat conservation planning program for San Diego County. A goal of the MSCP is to preserve a network of habitat and open space, protecting biodiversity. Local jurisdictions, including the City, implement their portions of the MSCP through subarea plans, which describe specific implementing mechanisms.

*MSCP Subarea Plan*

The City of San Diego's MSCP Subarea Plan was approved in March 1997 and provides a process for the issuance of incidental take permits (ITP) under the federal and state Endangered Species Act and the California Natural Communities Conservation Planning (NCCP) Act. The primary goal of the City's MSCP Subarea Plan is to conserve viable populations of sensitive species and regional biodiversity while allowing for reasonable economic growth. To carry out this goal, the City's MSCP Subarea Plan establishes a 52,727-acre area in which a permanent MSCP preserve, known as the MHPA, is assembled.

*MHPA Land Use Adjacency Guidelines*

The City's MSCP Subarea Plan additionally provides MHPA Land Use Adjacency Guidelines, which aim to avoid or reduce significant indirect impacts from adjacent uses. These guidelines address the issues of drainage, toxics, lighting, noise, barriers, invasive species, brush management, and grading/development and are intended to be incorporated into the Mitigation Monitoring and Reporting Program (MMRP) and applicable permits during the development review phase of future projects. New development adjacent to the MHPA would be required to address means of reducing these indirect impacts through implementation of the MHPA Land Use Adjacency Guidelines.

Designated MHPA within the CPA area consists of 3 acres of City-owned land located south of Chollas Parkway.

SANDAG's Regional Comprehensive Plan

The 2004 Regional Comprehensive Plan (RCP) is the long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The RCP establishes a planning framework and implementation actions that increase the region's sustainability and encourage "smart growth while preserving natural resources and limiting urban sprawl." The RCP encourages cities and the County to increase residential and employment concentrations in areas with the best existing and future transit connections, and to preserve important open spaces. The project site is located in a SANDAG planned Smart Growth area and should be designed and developed with the RTP/SCS in mind.

Basic smart growth principles designed to strengthen land use and transportation integration through an emphasis on pedestrian-friendly design and mixed-use development are summarized as follows:

*Mix compatible uses*

- Take advantage of compact building design
- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Preserve open space, natural beauty, and critical environmental areas
- Strengthen and direct development toward existing communities
- Provide a variety of transportation choices
- Make development decisions predictable, fair, and cost-effective
- Encourage community and stakeholder collaboration in development decisions

SANDAG's 2050 Regional Transportation Plan and Sustainable Communities Strategy

SANDAG's 2050 RTP, adopted October 28, 2011, serves as the regional transportation planning tool for the County. It is a long-range advisory vision plan for transit, rail, and bus services; express or managed lanes; highways; local streets; bicycling; and walking. The RTP focuses on a Sustainable Communities Strategy (SCS) consistent with SB 375, ensuring social equality in developing the transportation system, projections on reasonably available financial resources, and offering more travel choices. The SCS details how the region would reduce greenhouse gas emissions to state-mandated levels over time. The vision presented in the RTP would be to

develop a compact urban core where more people reside and use fewer resources. This vision reflects a transportation system that supports a robust economy and a healthy and safe environment with climate change protection while providing a higher quality of life for San Diego County residents. This includes better activity centers with homes and jobs enabling more people to use transit and walk and bike; efficiently transporting goods; and providing effective transportation options for all people.

It should be noted that the Programmatic Environmental Impact Report (PEIR) prepared for the RTP and SCS is the subject of ongoing litigation (as of printing of the PEIR).

University Avenue is identified as a Rapid Bus corridor in the 2050 RTP. Additionally, 54th Street is identified for Light Rail Transit service in the Unconstrained Revenue network of the RTP. The Unconstrained Revenue network incorporates all of the transportation projects that would help meet our region's mobility demands through 2050, without considering how much they might cost or where the funds will come from to pay for them.

### 4.7.2 Impact Analysis

Based on the City's Significance Determination Thresholds, a significant land use impact would occur if the project would:

- Conflict with the environmental goals, objectives, or recommendations of the General/Community Plan in which it is located; or

- Result in the exposure of people to noise levels which exceed the City's Noise Ordinance or are incompatible with the Noise Compatibility Guidelines (Table NE-3) in the Noise Element of the General Plan; or

- Require a deviation or variance that would in turn result in a physical impact on the environment;

- Result in a conflict with the provisions of the City's MSCP Subarea Plan or other approved local, regional, or state habitat conservation plan.

**Issue 1: Would the project result in a conflict with the environmental goals, objectives, or recommendations of the General Plan/Community Plan in which it is located?**

## Impact Thresholds

A significant impact would occur if implementation would conflict with the environmental goals, objectives or recommendations of the General Plan/Community Plan in which the project is located.

## Impact Analysis

Applicable land use plans, policies, and regulations for the project include the General Plan, Community Plan, Land Development Code, MSCP, SANDAG RCP, and SANDAG 2050 RTP/SCS. Consistency with the City's MSCP Subarea Plan is discussed under Issue 3, below.

General Plan Consistency

The project is intended to further express and refine General Plan goals and policies within the project site through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide implementation programs and mechanisms, such as zoning. The Community Plan and General Plan are meant to work together to establish the framework for growth and development in the project site.

The project proposes to add new land use designations of Neighborhood Village and Park into the Community Plan Land Use Map and expand lands designated for open space. The new land use designations would be placed on the approximately 17 acres (including 11.4 acres of Chollas Parkway) currently designated as Commercial and Mixed Use and Light Industrial.

The Neighborhood Village would allow for mixed-use development adjacent to transit and public services. The Neighborhood Village designation focuses commercial along a transit corridor and establishes an urban design framework that promotes development on an underutilized site. The land use designation proposes a density range of 15 to 29 dwelling units per acre to allow for a diversity of housing types that support transit. The new Park designation would be located within a portion of the approximately 11.4 acres of land currently occupied by Chollas Parkway to provide approximately 4.99 acres of population-based park space, and approximately 5.5 acres of open space land. The CPA also includes a refined street system that accommodates the increased park and open space lands, while ensuring connectivity within the site and improving pedestrian activity and safety.

The project also proposes to add a new Chollas Triangle section to the Neighborhoods Element, and would amend policies within the other six elements of the plan each providing site-specific

goals and recommendations, consistent with the adopted General Plan. Appendix B contains the sections and figures of the Mid-City Communities Plan that were amended as part of the project.

The project would be consistent with the General Plan, including the City of Villages Strategy, by establishing a mixed-use activity center that is pedestrian-friendly and linked to transit. The CPA would incorporate the Neighborhood Village land use designation into the Community Plan, which allows for housing in a mixed-use setting and convenience shopping that serves an approximate three mile radius. This vision is further refined in the Neighborhoods Element of the Mid-City Communities Plan.

As discussed in detail below, the project goals and recommendations included within the Community Plan Amendment are consistent with development design guidelines, other mobility and public realm guidelines, incentives, and programs in accordance with the general goals stated in the General Plan.

*Land Use*

The project would add a Chollas Triangle section within the Neighborhoods Element that provides detailed descriptions and distributions of land uses for the project site. The Element establishes a Neighborhood Village designation, provides refined residential densities, and sets forth policies for the development of commercial, open space and recreational uses. As with the General Plan, the Mid-City Communities Plan Amendment places an emphasis on directing growth into mixed-use activity centers that are pedestrian-friendly and linked to transit as illustrated through the primary goal of the Element:

- To create an active neighborhood village with an integrated mixture of residential, commercial, and recreational uses.

The project would establish a Community Plan Implementation Overlay Zone (CPIOZ) Type-B for the site that provides site-specific design guidelines and development standards that help implement the goals established for the project. The CPIOZ would require discretionary review for all future development projects.

The project would help implement the General Plan's City of Villages strategy by designating the site as a Neighborhood Village center along University Avenue, which serves as a transit corridor. The project's land use designation and policies would allow for a combination of residential above commercial development and stand-alone commercial uses as described in the City of Villages Strategy. The Neighborhood Village designation would allow for development

that serves as a destination for the Eastern Area while providing residential densities that achieve a desired community character.

*Mobility*

The overall goal of the General Plan Mobility Element is to "further the attainment of a balanced, multi-modal transportation network that gets us where we want to go and minimizes environmental and neighborhood impacts." A balanced network is defined by the Element as one in which each mode, or type of transportation, is able to contribute to an efficient network of services meeting varied user needs.

The project refines the Mobility Element of the General Plan through community-specific pedestrian, bicycle, transit, and specific street design recommendations. Consistent with the General Plan Mobility Element, the project includes goals and policies that support the development of a multi-modal network and pedestrian-friendly facilities. The future vacation of Chollas Parkway and the realignment of Lea Street, and its incorporation into the street network as a two-lane collector, emphasize a safer pedestrian and bicycle network. Safety would be improved through reduced vehicular speeds on Lea Street and increased sidewalks and pedestrian paths established through the revised street network. The following Chollas Triangle section policies that promote multi-modal activity include:

- Design streets that include pedestrian amenities such as noncontiguous sidewalks, street trees, and street furniture.
- Minimize pedestrian/automobile conflict by creating pedestrian-friendly intersections that incorporate bulb outs, pedestrian refuge areas, and reduced crossing distances where appropriate.
- Create a safe, human-scale pedestrian and bicycle network. The project also includes transit priority measures such as transit lanes, queue jumpers, and signal priority measures, which would allow transit to bypass congestion and result in faster transit travel times. The CPA is therefore consistent with the Mobility Element of the General Plan.

The project is consistent with the General Plan Mobility Element policies through the design of Lea Street reclassification as a local street to a two-lane collector consistent with the standards of the City's Street Design Manual. The introduction of Lea Street would maintain safe vehicular movement within and through the project site by removing two sharp curves and establish a design consistent with the Street Design Manual, and allow for the introduction of park space and the expansion of open space lands within Chollas Creek. The roadway design would

minimize disturbance to the natural landform of the creek, and provide for public views to the park and open space lands.

*Urban Design*

The General Plan Urban Design Element addresses urban form and design through policies aimed at respecting the natural environment, preserving open space systems, and targeting new growth into compact villages. Urban Design policies of the project support and implement the General Plan vision relative to urban design at the community-scale by including specific goals, design guidelines, and policies for the area, including:

- Encourage signature architecture at major view corridors to establish a unique identity for Chollas Triangle.
- Incorporate green infrastructure (pervious paving, flow-through planters, bioretention swales, etc.) as a means to cleanse storm water runoff prior to entering Chollas Creek.
- Minimize urban heat island effect through building design, roof design, and site landscape.
- Design lot and blocks to encourage a pedestrian-scale development pattern.
- Utilize topography to enhance views and minimize grading.
- Locate parking behind buildings or in park decks.
- Utilize topography to enhance prominent views into and out of the site. An urban form that reflects the physical land as an amenity and provides an attractive built environment.

The goals and policies of the project would help implement the Urban Design Element of the General Plan through the enhancement and preservation of existing natural features, including the natural habitats of Chollas Creek; location of new residential and commercial development within a compact, mixed-use village along a transit route; and establishment of design guidelines that require future development to respect the existing slopes and grades of the site and the unique features of the community. Additionally, the project would implement Urban Design Element policies that promote walkable villages through the City by locating neighborhood-serving retail uses within and adjacent to multi-family residential development.

*Public Facilities, Safety and Services Element*

Consistent with the Public Facilities, Services, and Safety Element of the General Plan, the project also includes goals and policies to provide an enhanced circulation element through the

redesignation of Chollas Parkway and the realignment of Lea Street. The revisions to the circulation network allow for expansion of the open space network within Chollas Creek and the addition of approximately 4.99 acres of active park space. The project would maintain infrastructure and public services for future growth without diminishing services to existing development. Specific policies regarding public facilities financing, public facilities and services prioritization, as well as water, wastewater, storm water, waste management, fire-rescue, police, libraries, schools, public utilities, and healthcare services and facilities, are all included within the Mid-City Communities Plan. The project would not adversely affect Police and Fire service levels. Further discussion of service levels is provided in the Public Services and Facilities Section 4.10.

*Recreation Element*

The General Plan Recreation Element provides citywide guidance for the preservation, protection, acquisition, development, operation, maintenance, and enhancement of public recreation opportunities and facilities throughout the City for all users. The project includes community-specific policies addressing park and recreation guidelines, preservation, accessibility, open space lands, and resource-based parks. These policies, consistent with the General Plan policies, provide for expanded population-based parks and resource-based open space as compared to the existing plan.

*Conservation Element*

The project builds on the General Plan Conservation Element with policies tailored to conditions along Chollas Creek. Policies addressing green infrastructure, landscaping, and building design within the project site and the address the impacts of climate change, such as the urban heat island effect, and help meet the sustainability goals of the General Plan in an area that has been identified as suitable for development. The project also expands the open space system through the future vacation of Chollas Parkway and the redesignation of lands to park and open space uses, with the inclusion of an open space buffer to help protect sensitive biological resources. Therefore, the project is consistent with the conservation policies of the General Plan.

*Noise Element*

The project is consistent with General Plan and Community Plan goals and policies addressing noise impacts through the location of commercial and office uses along the ground floor on University Avenue. The building street frontage along University Avenue provides sufficient spatial separation between project-generated roadway noise and the noise-sensitive park and open space land uses within the southern portion of the project site. Additionally, residential

development projects on site will be required to incorporate noise attenuation measures to ensure adequate sound levels. Therefore, the project would be consistent with General Plan Noise Element Land Use Compatibility Guidelines.

*Historic Preservation Element*

The General Plan Historic Preservation Element is intended to preserve, protect, restore, and rehabilitate historical and cultural resources throughout the City. The project provides for a discretionary review process that requires projects to determine the historical significance of structures on the site, including archaeological resources. The discretionary process requires all projects to conform to the General Plan Historic Preservation policies. The project is therefore consistent with the General Plan, relative to historic preservation policy direction. Further discussion of historical resources is provided within the Land Development Code section below.

*General Plan Amendment*

To ensure consistency between the new Mid-City Communities Plan Land Use designations and the General Plan, a General Plan Amendment (GPA) is required. The GPA would change the land use designation of approximately 3.56 acres of Industrial employment land at the southern portion of the site to Multiple Use. The GPA would redesignate the approximately 11.4-acre Chollas Parkway ROW from Industrial land to Multiple Use and Park, Open Space which is consistent with the General Plan land use designation as identified in Table LU-4 of the General Plan.

The changes in General Plan land use designation would support the Community Plan Amendment land use designations of Neighborhood Village and Park for the Chollas Triangle site. The proposed GPA would be consistent with the overarching goals of the General Plan and would facilitate the implementation of the City of Villages Strategy to allow the site to develop with a mix of uses close to transit, a pedestrian-friendly street network, with additional population based park and open space land.

The GPA provides consistency between the Mid-City Communities Plan land use designations and the General Plan land use designations, and would help implement the goals and policies of the General Plan and the City of Villages Strategy. Therefore, no land use impacts would result from the adoption of the project.

Mid-City Communities Plan Consistency

Table 4.7-9 provides a summary of the existing environmental policies contained within the Plan and the recommended changes within each element.

**Table 4.7-9**
**Mid-City Communities Plan Environmental Policies**

| Element | Section | Sub Section | Policy | Plan Application/Comments |
|---|---|---|---|---|
| **MID-CITY COMMUNITY PLAN ENVIRONMENTAL POLICIES** | | | | |
| Natural and Cultural Resources | Geotec Conditions | Faults and Liquefaction-Goals | Consider the use of fault areas as linear open space areas or linkages to open space resources. | There are no known faults within lands designated for development or open space. The Nacion lies within the right-of-way along 54th Street. |
| | | | Minimize development in areas prone to liquefaction. Ensure adequate building measures when development of liquefaction areas is unavoidable. | The Hazardous Materials Technical Study prepared for Chollas Triangle found no areas within the site that are prone to liquefaction |
| | | Faults and Liquefaction-Recommendations | Provide an adequate building setback from all known faults. | There are no known faults within lands designated for development or open space. The Nacion lies within the right-of-way along 54th Street. |
| | | | Utilize development controls, dedications and easements to minimize potential earthquake hazards to private property. | There are no known faults within lands designated for development or open space. The Nacion lies within the right-of-way along 54th Street. |
| | | | Utilize appropriate building techniques and site planning in areas of known geotechnical hazard. | There are no known geotechnical hazards within the project site. |
| | | Soil Structure, Landslides, Shrink and Swell Characteristics-Goal | Avoid building construction in areas with inadequate soil conditions. | |
| | | Soil Structure, Landslides, Shrink and Swell Characteristics- | Utilize appropriate building techniques in areas of known geotechnical | |

| Element | Section | Sub Section | Policy | Plan Application/Comments |
|---|---|---|---|---|
| Natural and Cultural Resources (Cont.) | | Recommendations | hazard. | |
| | | | Cluster building construction in areas not affected by geotechnical hazard conditions. | |
| | Environmental Quality | Biological Resources-Goals | Protect canyon, hillside, and creek-side natural wildlife habitats from urban encroachment and conflicting uses. | The project redesignates 11.4 acres of Chollas Parkway for future vacation and establishes a 50 foot buffer from the edge of the natural stream line for Chollas Creek. The project will allow for creek restoration and protection of sensitive biological resources from non-compatible uses. |
| | | | Improve and enhance riparian habitat in Chollas Creek (City Heights and Eastern Area). | |
| | | Biological Resources-Recommendations | Apply the appropriate development restrictions to riparian areas along Chollas Creek. | |
| | | | Prepare and implement a master plan for the enhancement of Chollas Creek which protects natural wildlife and riparian habitat. | This project would allow for the implementation of Phase IVB of the Chollas Creek Enhancement Plan. The Chollas Creek Enhancement Plan provides a master plan for the enhancement of Chollas Creek. |
| | | Air Quality-Goal | Improve air quality throughout Mid-City through local monitoring, awareness and the promotion of non-polluting forms of transportation. | The project would redesignate and rezone existing industrial lands as Neighborhood Village to allow for mixed-use development in proximity to high-frequency transit service to help reduce greenhouse gases associated with single occupancy vehicles. |
| | | Air Quality-Recommendations | Utilize public relations techniques and physical improvements to promote non-polluting pedestrian access and bicycling as primary intra-community modes of transportation. | This project provides additional street grid and infrastructure improvements that increases pedestrian and bicycling connectivity in the Eastern area. The project establishes active park acreage to include a multi-use path allowing increased bicycle mobility within the Eastern area as compared to the existing bicycle network. |
| | | Water Quality-Goal | Improve and enhance riparian habitat in Chollas | This project increases the riparian habitat and provides permeable and natural open space for slow water |

| Element | Section | Sub Section | Policy | Plan Application/Comments |
|---|---|---|---|---|
| Natural and Cultural Resources (Cont.) | Environmental Quality (Contd.) | | Creek as a means of improving water quality. | absorption through the redesignation of land for active park and open space use. It increases the riparian habitat restoration area by a minimum of 4 acres. |
| | | | Encourage use of reclaimed water for landscaping and encourage low water demand landscaping. | The project includes policies that promote drought-tolerant, native, native-adaptive plants in the streetscape palette and incorporates these plants selectively near the Creek to help buffer the creek and prevent erosion. |
| | | Noise-Goal | Maintain adequate sound levels in residential neighborhoods. | The project locates commercial and office uses along the ground floor on University Avenue to help serve as an interrupting noise path consistent with the Noise Element of the General Plan. The placement of buildings along the University Avenue street frontage would help reduce potential noise impacts to sensitive receptors. |
| | | Noise-Recommendations | Mitigate sound pollution conditions created along major transportation corridors and certain businesses. | |
| | | | Encourage the use of "noise masking" techniques when appropriate. | |
| | Open Space | Land Form-Canyons and Creeks-Goals | Permanently link and preserve all canyons, slopes and floodways, designated as such in this Plan, as open space. | The project creates an open space link through the redesignation of industrial lands to open space and park, and contributes to community-wide open space linkages to Crawford high school and the Chollas Creek trail system. |
| | | | Develop passive recreational space in undeveloped canyons, where the natural integrity of the canyon can be preserved. | The project would allow for preservation of native vegetation through the future vacation of Chollas Parkway and the rezoning of the area to open space and park uses. The introduction of the open space designation within the project site would create opportunities for recreation and preservation of native vegetation. |
| | | | Preserve areas of native vegetation. | |
| | | Land Form-Canyons and Creeks-Chollas Creek | Preserve and enhance Chollas Creek as a linear open space system to provide passive recreational opportunities, visual relief and biological habitat preservation. | This project will allow for the restoration and enhancement of Chollas Creek as a part of a larger open space system. The existing Chollas Parkway is zoned and designated for industrial use; the project's redesignation of the site as park and open space will enhance opportunities for recreation and protect sensitive biological resources |

| Element | Section | Sub Section | Policy | Plan Application/Comments |
|---|---|---|---|---|
| Natural and Cultural Resources (Cont.) | Open Space (Contd.) | | | through the removal of incompatible uses. |
| | | | Where acquisition of Chollas Creek is not feasible, explore other means of preservation such as open space easements, development restrictions and other means. | The project would restrict development through the redesignation and rezoning of Chollas Parkway to limit uses that are consistent with the Open Space and Park land use designations of the Community Plan and General Plan. |
| | | | Develop a Master Plan for the enhancement of Chollas Creek as a passive linear park | The Chollas Triangle Master Plan includes Chollas Creek as an active/passive linear park with a passive park system that includes 11.36 acres of additional open space. |
| | | Land Form-Canyons and Creeks-Recommendations | Preserve sensitive slopes, canyons, floodways and other areas designated as open space through acquisition, zoning, resource regulation or other available methods. | Existing slopes and sensitive areas adjacent to the Creek restoration area will be protected from future development through the intentional open space design and buffer areas. |
| | | Parks and Open Space-Goals | Protect biological, visual, and topographic resources. | The project protects natural resources near the Chollas Creek area by providing a setback distance from any new development. |
| | | | Ensure the preservation of an open space system through appropriate designation and protection. | The project provides 13.7 acres of open space that will be designated as open space by the City of San Diego and will not be available for any future development. |
| | | | Provide access to usable public open space systems in order to increase passive recreational opportunities. | The street network is intended to function as part of the open space system with an emphasis on bringing people through the site to Chollas Creek Park. The extension of Lea Drive creates a street that provides visual access as well as pedestrian, bicycle, and vehicular access with attractive streetscapes to attract residents and other visitors. |
| | | | Utilize easements and appropriate open space zoning to maintain and enlarge parks and open space. | Open space will be enlarged through the road vacation and reclassification of land to open space zoning. |

| Element | Section | Sub Section | Policy | Plan Application/Comments |
|---|---|---|---|---|
| Natural and Cultural Resources (Cont.) | Open Space (Contd.) | | Property acquired by the City for open space preservation should be officially dedicated for that purpose. | Chollas Parkway will be dedicated as active park and open space. |
| | | | Create a system of linkages between Mid-City parks and open space. | This project fills in a critical link in the Chollas Creek Master Plan. The project provides a wide multi-use path that winds through Chollas Creek Park. It provides a much needed pedestrian and bike friendly connection that links neighborhoods southwest of Chollas Triangle with amenities located to the northeast. |
| | | Trails-Goals | Provide limited non-vehicular access to open space areas within the community. | Creating an urban framework will encourage a more human scale, walkable development pattern. The street network is intended to function as part of the open space system with an emphasis on bringing people through the site to Chollas Creek Park. |
| | | | Enhance links between park and open space areas within and outside the community. | The project connects the Chollas Creek Park to existing trail heads that will enhance linkages between the Park and other open space areas and trails throughout this community and adjacent communities. |
| | | Trails-Recommendations | Limit trails within open space areas to those that provide designated linkages. Trails should be located to minimize impacts to sensitive slopes and vegetation. Security, fire risk, and maintenance should also be considered in the location of trails. | One trail is provided as a part of the Chollas Creek Park to allow for visual and pedestrian access through this project's portion of the creek area. This trail connects to other existing trails and does not create any new trail areas that would disturb sensitive biological resources. |
| | | | Identify design concepts, routes, and funding for the development and maintenance of a non-vehicular trail system. | A proposed multi-use path connects the Chollas Creek Park to the regional trail system. The design concepts are identified in the proposed project. . |
| | | | Identify and improve key streets that link open space resources and | University Ave. and 54th Street serve as the main transportation streets in the plan area. A minimum build to line is established to ensure |

| Element | Section | Sub Section | Policy | Plan Application/Comments |
|---|---|---|---|---|
| Natural and Cultural Resources (Cont.) | Open Space (Contd.) | | community facilities. | that both key streets provide attractive, enhanced pedestrian access. Lea Drive also connects University Ave. and 54th Street to create a pedestrian focused street that links the Chollas Creek Park and highlights it as a community amenity. |
| **CHOLLAS TRIANGLE DRAFT CPA ENVIRO. POLICIES** | | | | |
| Urban Design | | Recommendations | Incorporate green infrastructure (pervious paving, flow through planters, bio-retention swales, etc.) as a means to cleanse storm water run-off prior to entering Chollas Creek. | The project incorporates water quality management standards; storm water and run-off capture techniques will be used through any new streetscape design. |
| | | | Minimize urban heat island affect through building design, roof design and site landscape. | The urban design guidelines include recommendations for tree cover, reflectivity, color selection, and permeability standards to minimize urban heat island effect. |
| Open Space | | | Enhance Chollas Creek as a community amenity through the restoration of natural habitat along the creek and the creation of a buffer from non-compatible uses. | The existing Chollas Parkway is zoned and designated for industrial use; the project's redesignation of the area will enhance opportunities for recreation and protect sensitive biological resources through the removal of incompatible uses. |
| | | | Allow for uses to include picnic areas, multi-purpose turf areas, walkways, and landscaping within the active park area | The project identifies approximately 4.99 acres of active park space, with uses that serve the local community. |

Land Development Code

Existing zoning for the project site implements the land use designations of the adopted Community Plan. The project would rezone approximately 12 acres of the current CC-5-3 to CC 3-5. Approximately 17.42 acres of the current IL-2-1 would be rezoned to approximately 4.91 acres CC-3-5, approximately 10.49 acres to Agricultural—Residential (AR-1-1) to allow for population-based park land, and approximately .62 acres as ROW.

Additionally, a Community Plan Implementation Overlay Zone (CPIOZ) "Type B" would be approved as part of the project to provide supplemental design guidelines and development regulations tailored to the site. The intent of the regulations is to ensure that future development proposals are reviewed for consistency with the use, design and development criteria adopted for the site as part of the community plan amendment process. The CPIOZ "Type B" requires future development proposals to process a discretionary permit (Site Development Permit, Process Three) and limits development to a maximum of 486 multi-family dwelling units and 130,000 square feet of non-residential development within Chollas Triangle.

The proposed rezone would provide consistency between the Land Development Code, and the land use designations of the Community Plan and General Plan; allowing implementation of the project (Figure 3-3).

Application of existing and modified new zones would result in development projects that are consistent with Community Plan goals, and would implement mixed-use development. Therefore, land use impacts as a result of the rezone would not occur.

*Historical Resources*

The Historical Resources Regulations (Section 143.0213(a) of the LDC) apply when historical resources are present. As defined by the Historical Resources Regulations, historical resources include historical buildings, historical structures, or historical objects; important archaeological sites; historical districts; historical landscapes; and traditional cultural properties. Because many of the structures were constructed over 45 years ago, there is a potential for unknown, historical and archaeological resources to be encountered as a result of future development implemented in accordance with the project.

The project site contains 19 parcels, 6 of which are vacant or contain parking for adjacent uses. Of the remaining 13 parcels, 10 contain one structure; 1 contains two structures (APN 4725200800); and APNs 4725201900 and 4725202000 together contain two structures, one of which is built across the parcel line. In June 2014 Historical Resources staff from the City of San Diego examined limited information for each site, including water and sewer permits and building permit records, and conducted a site visit. Of the 14 extant structures within the project site, most are 45 years old or older. Based upon a cursory examination of the buildings and their features, as well as their construction dates, along with available contexts and resources such as the San Diego Modernism Context Statement, it does not appear likely that these buildings would be eligible for listing on the local, State or National Register of historic resources, with the possible exception of 5460-5466 Lea Street. However, due to the limited, preliminary nature of

this evaluation, the structures within the project site cannot conclusively be determined to be not significant, and have been given a California Historic Resource Status Code of 7R, "Identified in Reconnaissance Level Survey: Not evaluated." These buildings will be evaluated for historic significance at the project level in accordance with San Diego Municipal Code Section 143.0212 when a ministerial or discretionary application is submitted to the City to alter or demolish the building.

Impacts from future development on historical resources in the project site could occur at the project level. Development proposals would be subject to discretionary review in accordance with CPIOZ Type B and the General Plan Historical Resources Element. Section 4.4 contains an analysis of historical resources and proposed mitigation measures.

SANDAG's Regional Comprehensive Plan (RCP)

The identification of a village area in the project site would be consistent with the goals of the RCP of compact, walkable communities with transit connections based on smart growth principles. The project proposes to establish a pedestrian-oriented, neighborhood mixed-use village that would reduce reliance on the automobile and promote walking and use of alternative transportation. The project supports the multi-modal strategy of the RCP through the designation of a mixed-use village along a transit corridor. Transit exists along University Avenue, which connects the site to activity centers and employment centers. These measures are consistent with the RCP's smart growth strategies.

Adoption of the project would not result in impacts related to consistency or conflict with the RCP.

SANDAG's 2050 Regional Transportation Plan (RTP/SCS)

The project is consistent with the intent of the RTP/SCS in that it facilitates the development of a commercial and housing center, which would maximize density and transit opportunities, The RTP/SCS goals are twofold: first, maximize transit ridership in the greater urbanized area of the region; and second, test the role of the transit network to reduce vehicle miles traveled and greenhouse gas emissions. Proposed land use designations would allow for a concentrated mix of high-density residential, retail, and office uses along a transportation corridor that would help to maximize use of transit and to reduce long commutes.

No impacts would result from the adoption of the project in terms of consistency or conflict with the RTP/SCS.

**Significance of Impacts**

Local Plans Consistency

The goals, policies, and programs of the Community Plan Amendment, GPA, and rezone are consistent with existing applicable local land use plans, policies, and regulations. As discussed above, the project proposes a land use plan designation that would allow a neighborhood village close to transit, employment, and other significant urban uses, which is consistent with the General Plan and the City of Villages strategy. Similarly, the project would protect and expand open space resources and add public population-based parks in an urban community with a significant parks deficit. Furthermore the policies for the project were developed to be consistent with the General Plan, promoting a diversity of housing types within the community, provision of infrastructure concurrent with need, and with an emphasis on the protection of existing natural resources and landforms and sensitive habitat within the project site. The project would ensure consistency between the local planning policies and regulation and support the policies within the General Plan. The project also features transit-oriented uses intended to encourage greater transit and other alternative modes of transportation to reduce congestion and parking demand. Therefore, no inconsistencies have been identified with local plans, and impacts would not occur.

Regional Plan Consistency

The project incorporates the multi-modal strategy of both the RCP and RTP through the designation of mixed-use villages along a transit route. In addition, the project includes policies related to land use, mobility, and circulation/transportation that promote the RCP's smart growth strategies. Therefore, no inconsistencies have been identified, and impacts as a result of the project would be less than significant.

**Mitigation, Monitoring, and Reporting**

Impacts would not occur; therefore, no mitigation is required.

**Issue 2: Would the project result in the exposure of people to noise levels which exceed the City's Noise Ordinance or are incompatible with the Noise Compatibility Guidelines (Table NE-3) in the Noise Element of the General Plan?**

**Impact Thresholds**

Per the City's Significance Determination Thresholds, noise impacts may be significant if the project would result in the following:

- Exposure of people to current or future transportation noise levels that exceed standards established in the Noise Element of the General Plan (45 dBA CNEL for residential interior from exterior noise of 65 dBA CNEL).

**Impact Analysis**

The Noise Element of the San Diego General Plan provides land use and noise compatibility guidelines in Table NE-3. The City's exterior unconditional noise level standard for noise-sensitive areas is 60 dBA CNEL. Table NE-3 indicates that multiple dwelling units and places of worship are "compatible" with exterior noise levels lower than 60 dBA CNEL and, in areas with exterior noise levels of up to 70 dBA CNEL (65 dBA CNEL for places of worship), are "conditionally compatible" provided that the building structure attenuates interior noise levels to 45 dBA CNEL. Commercial and industrial office/warehouse uses are conditionally compatible with noise levels up to 75 dBA CNEL and compatible with noise levels up to 65 dBA CNEL.

All exterior noise conditions for residential, office, and commercial would comply with thresholds established by the City CEQA significance determination thresholds. Therefore, the project would achieve the City interior noise standards of 45 dBA CNEL.

**Significance of Impacts**

The project would comply with exterior noise-level criteria for residential, office, and commercial. The project would also comply with the Title 24 interior residential noise level standard of 45 dBA CNEL. Therefore, the potential for on-site exposure of people to transportation noise levels in excess of the Noise Element would be *less than significant.*

### 4.7.3 Mitigation, Monitoring, and Reporting

Impacts would be less than significant; therefore, no mitigation is required.

**Issue 3: Would the project result in a conflict with the provisions of the City's MSCP Subarea Plan or other approved local, regional, or state habitat conservation plan?**

**Impact Thresholds**

Would the project result in a conflict with adopted environmental plans, including the City of San Diego's MSCP Subarea Plan and the MHPA adopted for the purpose of avoiding or mitigating an environmental effect for the area?

**Impact Analysis**

MHPA

A portion of the project site along Chollas Creek is within the MHPA, as defined in the City's MSCP Subarea Plan (Figure 4.2-4). Potential future projects could conflict with the MSCP if they are not implemented in compliance with policies and guidelines designed to promote the goals and objectives of the plan. Chollas Creek is part of the MHPA system of urban habitat lands designed to provide habitat for native species remaining in urban areas, "stepping stones" for migrating birds and those establishing new territories, and environmental educational opportunities. Because a portion of the project site is within the MHPA and other portions are adjacent to the MHPA, impacts of potential future projects could conflict with the MSCP Subarea Plan policies and directives applicable to the MHPA and the Land Use Adjacency Guidelines that specifically address potential indirect effects to the MHPA.

Redesignation of Chollas Parkway and potential future creek enhancement projects would facilitate implementation of the Chollas Creek Enhancement Program. The overall goal of the program is to create a linear park encompassing the multiple branches of Chollas Creek, including the portion immediately south of Chollas Parkway. Redesignating the approximately 11.4-acre Chollas Parkway as primarily population-based parkland and open space would directly contribute to the fulfillment of this vision.

Environmentally Sensitive Lands Regulations (ESL)

Within the project site, ESLs include sensitive biological species and habitats, floodplains, and steep hillsides. Any development within the project site that would encroach into ESL resources would be subject to the development restrictions of the ESL Regulations (Land Development Code, Section 143.0101 et. seq.).

The ESL Regulations do not allow development of any parcel entirely within the MHPA to exceed 25% of the parcel, with 75% required to remain as open space. Additionally, development would be directed toward the least biologically sensitive portion of the parcel. The Steep Hillside Guidelines of the ESL Regulations also state that development of steep hillsides outside of the MHPA is only allowed when necessary to achieve a maximum development area of 25% of the premises. For areas outside of the MHPA, the ESL does not limit development encroachment into sensitive biological resources, with the exception of wetlands and listed non-covered species habitat and narrow endemics. However, impacts to sensitive biological resources would be evaluated and mitigation provided in conformance with Section III of the City's Biology Guidelines. Non-covered species are species listed or proposed for listing by federal or

state governments as rare, endangered, or threatened. These may not be considered adequately conserved under the MSCP/MHPA. Sections 143.0145 and 143.0146 of the ESL Regulations contain development regulations for projects within Special Flood Hazard Areas (SFHAs). All future projects located within the 100-year flood hazard area as identified in a project-specific drainage study, would be subject to discretionary review. ESL further requires that each project must be studied to determine their effects on base flood elevations, and ensure that the project would not result in flooding, erosion, or sedimentation impacts on- or off-site.

Due to the presence of resources affected by the ESL regulations, future development within the project site would be required to comply with the provision to minimize impacts to ESLs to the maximum extent practicable. The identification of specific ESL resource locations and compliance with development encroachment allowances would be conducted at the project level, through the Site Development Permit process. Future development that does not comply with the ESL encroachment allowances would require a deviation from the regulations, any impacts would require mitigation.

**Significance of Impacts**

Approximately forty percent of the site, equating 16.91-acres, is identified for neighborhood village use and would not encroach into environmentally sensitive lands. Any activity within neighborhood village lands would result in redevelopment of existing urban/developed areas and would have no impact on vegetation communities

The approximately 11.4-acre area of Chollas Parkway identified to be active park and open space use could potentially result in indirect impacts to sensitive biological resources. Mitigation to reduce potentially significant impacts of future projects that would interfere with the movement of wildlife species along Chollas Creek shall be identified in site-specific biological resources surveys prepared in accordance with the Biology Guidelines during the project-level review process as stated in the mitigation framework in the Biological Resources section 4.2.

**Mitigation, Monitoring, and Reporting**

Mitigation measures for biological resources are identified in Section 4.2 of this EIR. These mitigation measures and existing regulations would serve to reduce impacts to ESLs below a level of significance at the program-level.

# 4.8 NOISE

This section evaluates potential noise impacts associated with the project, specifically the potential for the project to cause a substantial temporary or permanent increase in ambient noise levels within or around the project site, or to expose people to excessive noise levels.

## 4.8.1 Existing Conditions

### Noise Descriptors

Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and, therefore, may cause general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment.

Sound levels are usually measured and expressed in units called decibels (dB), measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale for earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the noise energy would result in a 3-dB decrease. The human ear is not equally sensitive to all frequencies within the sound spectrum; therefore, noise levels are factored more toward human sensitivity using the "A" weighting scale, written as dBA. Table 4.8-1 shows the relationship of various noise levels to commonly experienced noise events.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA (increase or decrease) and that a change of 5 dBA is readily perceptible. An increase of 10 dBA is perceived as twice as loud and a decrease of 10 dBA is perceived as half as loud.

Although dBA may adequately indicate the environmental noise level at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of frequencies from distant sources that create a relatively steady background noise in which no particular source is identifiable. To account for the variability in sound levels over time, a mathematical average is used to describe the noise exposure. The time-averaged sound level is defined as the noise equivalent level ($L_{eq}$), or the average noise level during the specified time period, expressed as dBA $L_{eq}$, which typically assumes a 1-hour average noise level and as used in this analysis. The maximum noise level ($L_{max}$) is the highest sound level occurring during a specific period.

**Table 4.8-1**
**Common Indoor and Outdoor Noise Levels**

| Common Outdoor Activities | Noise Level (dBA) | Common Indoor Activities |
|---|---|---|
| | 110 | Rock Band |
| Jet Fly-over at 300 m (1,000 ft) | 100 | |
| Gas Lawn Mower at 1 m (3 ft) | 90 | |
| Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph) | 80 | Food Blender at 1 m (3 ft)<br>Garbage Disposal at 1 m (3 ft) |
| Noisy Urban Area, Daytime<br>Gas Lawn Mower, 30 m (100 ft) | 70 | Vacuum Cleaner at 3 m (10 ft) |
| Commercial Area<br>Heavy Traffic at 90 m (300 ft) | 60 | Normal Speech at 1 m (3 ft) |
| Quiet Urban Daytime | 50 | Large Business Office<br>Dishwasher in Next Room |
| Quiet Urban Nighttime | 40 | Theater, Large Conference Room (Background) |
| Quiet Suburban Nighttime | 30 | Library |
| Quiet Rural Nighttime | 20 | Bedroom at Night, Concert Hall (Background) |
| | 10 | Broadcast/Recording Studio |
| | 0 | Lowest Threshold of Human Hearing |

Source: Caltrans 2009

Because community noise receptors (i.e., residences) are more sensitive to unwanted noise intrusion during the evening and night periods (i.e., sleeping) than daytime, state law requires that measured noise levels during the evening and night periods be artificially increased to obtain the average sound level during a 24-hour period. The Community Noise Equivalent Level (CNEL) is the 24-hour $L_{eq}$ with a 5-dB "penalty" added to the evening noise-sensitive hours from 7 p.m. to 10 p.m. and a 10-dB "penalty" added to the nighttime noise-sensitive hours from 10 p.m. to 7 a.m. The 5- and 10-dB increase is applied to account for heightened noise sensitivity during the evening and nighttime hours.

**Existing Noise Conditions**

The existing noise environment is primarily influenced by noise from vehicle traffic on the roadways adjacent to the project site of University Avenue, 54th Street, Lea Street, and Chollas Parkway, and the roadways in the vicinity of the project site; and, to a lesser degree, from commercial and industrial operations on and adjacent to the site, and commercial aircraft flyovers for approaches to San Diego International Airport (SDIA). An SDG&E electric substation is located south of Lea Street on the southern portion of the site.

Traffic noise levels from roadways adjacent to the project site are based primarily on traffic volume in average daily trips (ADT), vehicle mix percentage (e.g., automobile – truck), and vehicle speed. Existing traffic volumes (ADT) on adjacent project roadways (Fehr & Peers 2014) and associated estimated traffic noise levels (24-hour and 1-hour $L_{eq}$) using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA RD-77-108), are shown in Table 4.8-2, and detailed in model spreadsheets in Appendix G.

**Table 4.8-2**
**Existing Traffic Volumes and Noise Levels**

| | ADT | 24-hour $L_{eq}$ at 50 feet (dBA) | Daytime1hour $L_{eq}$ at 50feet (dBA) |
|---|---|---|---|
| 54th Street (University Avenue to Chollas Parkway) | 17,387 | 68 | 66 |
| University Avenue (54th to 58th Streets) | 23,125 | 71 | 69 |
| Chollas Parkway (54th Street to University Avenue) | 4,616 | 65 | 64 |

Source: Fehr & Peers 2014

Traffic noise levels shown in Table 4.8-2 provide an estimate of the contribution of traffic noise on the ambient noise levels of the project site, which as a line source attenuate by 3 dBA per doubling of distance. Ambient noise levels on-site would also include contribution of noise levels from other sources (i.e., aircraft, commercial, industrial, residential) on-site and surrounding areas. No ambient noise levels were measured on the project site for the project. The ambient noise level baseline was established based on the predominant source of traffic noise on adjacent roadways as shown in Table 4.8-2. These noise levels are typical ambient levels for urban areas.

**Noise-Sensitive Land Uses**

Noise-sensitive receptors are land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise on sleeping, studying, or convalescing activities. Noise-sensitive receptors typically include residential dwellings, dormitories, mobile homes, hotels, motels, hospitals, nursing homes, educational facilities (i.e., classrooms), passive recreation areas, daycare facilities, and libraries.

Within the project site, the existing land uses are primarily mixed-use development of commercial, retail, restaurants, and residential dwellings. The existing noise-sensitive receptors of the project site are three single-family residences, a 21-unit apartment building; a Teen

Challenge Center is located within the southwest corner of the project site along 54th Street and near the Chollas Parkway.

The planning area is bounded by University Avenue, 54th Street, and Chollas Parkway; there are residential developments outside of the project site located adjacent to these roadways. The project site is surrounded predominately by single-family residences located to the south and west, with multi-family land uses located adjacent to the northwest, including a mixture of commercial, institutional, and public recreation uses. To the north of the site is a mixture of multi-family housing developments and the Promise Hospital, a long-term care hospital facility. Also located north of the site is Mann Middle School and Crawford High School. To the northeast, east, and southeast of the site is a mixture of multi-family residential complexes.

## 4.8.2 Regulatory Framework

State of California Title 24

Title 24 of the California Administrative Code requires that residential structures, other than detached single-family dwellings, be designed to prevent the intrusion of exterior noise so that the interior with windows closed and attributable to exterior sources does not exceed 45 dBA CNEL in any habitable room. The California State Building Code Section 1208A.8.2 implements this standard by stating that "interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room."

City of San Diego

*General Plan, Noise Element*

The Noise Element of the San Diego General Plan provides land use and noise compatibility guidelines in Table NE-3 which is provided in Table 4.8-3 below. The City's exterior unconditional noise level standard for noise-sensitive areas is 60 dBA CNEL. Table NE-3 indicates that multiple dwelling units and places of worship are "compatible" with exterior noise levels lower than 60 dBA CNEL and, in areas with exterior noise levels of up to 70 dBA CNEL (65 dBA CNEL for places of worship), are "conditionally compatible" provided that the building structure attenuates interior noise levels to 45 dBA CNEL. Commercial and industrial office/warehouse uses are conditionally compatible with noise levels up to 75 dBA CNEL and compatible with noise levels up to 65 dBA CNEL.

## Table 4.8-3
## Land Use Noise Compatibility Guidelines

| Land Use Category | Exterior Noise Exposure [dB(A) CNEL] 60 | 65 | 70 | 75 |
|---|---|---|---|---|
| *Open Space, Parks, and Recreational* | | | | |
| Community and Neighborhood Parks; Passive Recreation | | | | |
| Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields; Water Recreational Facilities; Horse Stables; Park Maintenance Facilities | | | | |
| *Agricultural* | | | | |
| Crop Raising and Farming; Aquaculture, Dairies; Horticulture Nurseries and Greenhouses; Animal Raising, Maintaining and Keeping; Commercial Stables | | | | |
| *Residential* | | | | |
| Single Units; Mobile Homes; Senior Housing | | 45 | | |
| Multiple Units; Mixed-Use Commercial/Residential; Live Work; Group Living Accommodations | | 45 | | |
| *Institutional* | | | | |
| Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Places of Worship; Child Care Facilities | | 45 | | |
| Vocational or Professional Educational Facilities; Higher Education Institution Facilities (Community or Junior Colleges, Colleges, or Universities) | | 45 | 45 | |
| Cemeteries | | | | |
| *Sales* | | | | |
| Building Supplies/Equipment; Food, Beverage, and Groceries; Pets and Pet Supplies; Sundries, Pharmaceutical, and Convenience Sales; Wearing Apparel and Accessories | | | 50 | 50 |
| *Commercial Services* | | | | |
| Building Services; Business Support; Eating and Drinking; Financial Institutions; Assembly and Entertainment; Radio and Television Studios; Golf Course Support | | | 50 | 50 |
| Visitor Accommodations | | 45 | 45 | 45 |
| *Offices* | | | | |
| Business and Professional; Government; Medical, Dental, and Health Practitioner; Regional and Corporate Headquarters | | | 50 | 50 |
| *Vehicle and Vehicular Equipment Sales and Services Use* | | | | |
| Commercial or Personal Vehicle Repair and Maintenance; Commercial or Personal Vehicle Sales and Rentals; Vehicle Equipment and Supplies Sales and Rentals; Vehicle Parking | | | | |
| *Wholesale, Distribution, Storage Use Category* | | | | |
| Equipment and Materials Storage Yards; Moving and Storage Facilities; Warehouse; Wholesale Distribution | | | | |
| *Industrial* | | | | |
| Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking and Transportation Terminals; Mining and Extractive Industries | | | | |
| Research and Development | | | | 50 |

| | | | |
|---|---|---|---|
| | Compatible | Indoor Uses | Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. |
| | | Outdoor Uses | Activities associated with the land use may be carried out. |
| | Conditionally Compatible | Indoor Uses | Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas. |
| | | Outdoor Uses | Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. |
| | Incompatible | Indoor Uses | New construction should not be undertaken. |
| | | Outdoor Uses | Severe noise interference makes outdoor activities unacceptable. |

SOURCE: City of San Diego General Plan Noise Element 2008

The City of San Diego assumes that standard construction techniques would provide a 15-dB reduction of exterior noise levels to an interior receiver. With these criteria, standard construction could be assumed to result in interior noise levels of 45 dBA CNEL or less when exterior sources are 60 dBA CNEL or less. When exterior noise levels are greater than 60 dBA CNEL and the interior threshold is 45 dBA CNEL, consideration of specific construction techniques is required.

In addition, the Noise Element of the San Diego General Plan provides land use and noise compatibility guidelines that address mixed use developments, sensitive receptors, site planning, operations, circulation and noise attenuating measures. The policies applicable to the project site include:

NE-A.1. Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses.

NE-A.2. Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on General Plan Table NE-3) to minimize the effects on noise-sensitive land uses.

NE-A.3. Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.

NE-B.3. Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits.

NE-B.4. Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic.

NE-B.5. Designate local truck routes to reduce truck traffic in noise-sensitive land uses areas.

NE-B.7. Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics.

NE-E.1. Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise sensitive land uses.

NE-E.2. Encourage mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from the residential component of the development.

NE-E.3. Encourage daytime truck deliveries to commercial uses abutting residential uses and other noise-sensitive land uses to minimize excessive nighttime noise unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at other hours.\

NE-E.4. Encourage commercial/entertainment uses to utilize operational measures that minimize excessive noise where it affects abutting residential and other noise-sensitive uses.

NE-E.5. Implement night and daytime on-site noise level limits to address noise generated by commercial uses where it affects abutting residential and other noise-sensitive uses.

NE-E.6. Encourage disclosure of potential noise problems for mixed-use and residential developments adjacent to commercial/entertainment uses at the time of sale. This would include notification of noise from related activities such as music, delivery vehicles, pedestrian and vehicular traffic, and other urban noise that may affect them.

NE-G.1. Implement limits on the hours of operation for non-emergency construction and refuse vehicle and parking lot sweeper activity in residential areas and areas abutting residential areas.

NE-G.2. Implement limits on excessive public noises that a person could reasonably consider disturbing and/or annoying in residential areas and areas abutting residential areas.

*Noise Ordinance*

The City's noise ordinance is contained in SDMC, Chapter 5, Article 9.5, Noise Abatement and Control. The noise ordinance regulates noise generated by on-site sources associated with project operation, such as heating, ventilation, and air conditioning (HVAC) units. The noise limits of the City noise ordinance for various land uses by time of day are shown in Table 4.8-4.

**Table 4.8-4**
**Property Line Noise-Level Limits by Land Use and Time of Day**

| Land Use Zone | Time of Day | One-Hour Average Sound Level (dB) |
|---|---|---|
| 1. Single-Family Residential | 7 a.m. to 7 p.m. | 50 |
| | 7 p.m. to 10 p.m. | 45 |
| | 10 p.m. to 7 a.m. | 40 |
| 2. Multi-Family Residential (Up to a maximum density of 1/2,000) | 7 a.m. to 7 p.m. | 55 |
| | 7 p.m. to 10 p.m. | 50 |
| | 10 p.m. to 7 a.m. | 45 |
| 3. All Other Residential | 7 a.m. to 7 p.m. | 60 |
| | 7 p.m. to 10 p.m. | 55 |
| | 10 p.m. to 7 a.m. | 50 |
| 4. Commercial | 7 a.m. to 7 p.m. | 65 |
| | 7 p.m. to 10 p.m. | 60 |
| | 10 p.m. to 7 a.m. | 60 |
| 5. Industrial or Agricultural | Any time | 75 |

Source: San Diego Municipal Code, Section 59.5.0401

Section 59.5.0701 of the City's noise ordinance requires that multi-family dwellings conform to the noise insulation standards of the California Administrative Code, Title 24, Section T25-28, Noise Insulation Standards.

The City's noise ordinance regulates noise produced by construction activities. Construction activities are prohibited between the hours of 7 p.m. and 7 a.m. and on Sundays and legal holidays, except in case of emergency. Section 59.5.0404 of the noise ordinance limits construction noise to an average sound level of 75 dBA at the affected property line during the 12-hour period from 7 a.m. to 7 p.m., and prohibits construction on specified holidays.

*CEQA Significance Determination Thresholds*

The City's CEQA significance determination thresholds provide guidance on implementing the City's noise policies and ordinances including Table K-2 Traffic Noise Significance Thresholds, shown below as Table 4.8-5.

**Table 4.8-5**
**Traffic Noise Significance Thresholds (dBA CNEL)**

| Structure of Proposed Use that would be Impacted by Traffic Noise | Interior Space | Exterior Useable Space[1] | General Indication of Potential Significance |
|---|---|---|---|
| Single-family detached | 45 dB | 65 dB | Structure or outdoor useable area[2] is <50 feet from the center of the closest (outside) lane on a street with existing or future ADTs >7,500 |
| Multi-family, school, library, hospital, day care center, hotel, motel, park, convalescent home | Development Services Department (DSD) ensures 45 dB pursuant to Title 24 | 65 dB | |
| Office, church, business, professional uses | n/a | 70 dB | Structure or outdoor useable area is <50 feet from the center of the closest lane on a street with existing or future ADTs >20,000 |
| Commercial, retail, industrial, outdoor spectator sports uses | n/a | 75 dB | Structure or outdoor useable area is <50 feet from the center of the closest lane on a street with existing or future ADTs >40,000 |

[1] If a project is currently at or exceeds the significance thresholds for traffic noise described above and noise levels would result in less than a 3-dB increase, then the impact is not considered significant.
[2] Exterior useable areas do not include residential front yards or balconies unless the areas such as balconies are part of the required useable open space calculation for multi-family units.
Source: City of San Diego CEQA Significance Determination Thresholds Table K-2

As shown in Table 4.8-5, the noise level at exterior usable open space for single- and multi-family residences should not exceed 65 dBA CNEL, for offices should not exceed 70 dBA CNEL, and for commercial or retail space should not exceed 75 dBA CNEL. Table K-2 (Table 4.8-5) further specifies that outdoor usable areas would generally indicate a significant noise impact if located closer than 50 feet from the centerline of the closest traffic lane with existing or future daily traffic volumes greater than 20,000 ADT.

In addition to transportation noise standards, noise generated by stationary sources such as HVAC units are also regulated by the City. The City's significance determination thresholds for stationary noise sources identify the City noise ordinance, property line noise limits, as the appropriate thresholds.

The City's significance determination thresholds also refer to the limits on construction noise identified in the noise ordinance and provide additional guidance in implementing the noise ordinance by further defining the average noise level limit as 75 dBA $L_{eq}$ at the affected property line during the 12-hour period from 7 a.m. to 7 p.m.

County of San Diego

*Airport Land Use Compatibility Plan (ALUCP).*

The ALUCP for SDIA (San Diego County Regional Airport Authority 2004) contains a map of noise contours from 75 to 60 dBA CNEL radiating out from the SDIA along the flight approach to SDIA. The ALUCP establishes that all new residences located within the 60- to 65-dBA CNEL contours would be "conditionally compatible" with the airport use provided that the interior noise levels from exterior noise sources do not exceed 45 dBA in any habitable room. However, the project site is located approximately 2 miles outside of the 60-dBA noise contour for SDIA. Therefore, the project uses are compatible with the airport use since it would not be subject to 60 dBA CNEL or greater airport noise.

### 4.8.3 Impact Analysis

**Issue 1: Would the project result in a significant increase in the existing ambient noise level?**

**Impact Thresholds**

Per the City's significance determination thresholds, temporary and permanent noise impacts may be significant if the project would result in the following:

- A significant increase in the existing ambient noise level (defined here as a direct project-related temporary increase of +10 dBA $L_{eq}$ above existing levels, or direct project-related permanent increase of +3 dBA above existing levels).

**Impact Analysis**

Construction Noise

Future project development consistent with the project may involve demolition of buildings and a roadway (Chollas Parkway segment), and the construction of new buildings and a new roadway within the project site. Construction activities associated with improvements at the project site would generate short-term, temporary, and intermittent noise, which would be audible at or near the existing noise-sensitive receptors within and adjacent to the project site when construction activities are in proximity.

The noise-sensitive receptors on-site that would be nearest to construction activities would be the three single-family residents and Teen Challenge Center near the potential Chollas Parkway demolition, and the 21-unit multi-family residential units near the proposed mixed-use development village. Construction activities could occur within proximity of these uses.

Noise levels generated during construction would fluctuate depending on the physical location of construction activities on the project site and the particular type, number, and duration of use of various pieces of construction equipment. Noise levels from construction activities are typically considered a point source, and drop off at a conservative rate of 6 dBA per doubling of distance over hard site surfaces such as streets and parking lots.

The exact types of equipment to be used for construction within the project site are not available at this time, but typical equipment for urban excavation and building construction is loaders, excavators, backhoes, trenchers, cranes, generators, pneumatic tools, and material transport trucks. As shown in Table 4.8-6, the maximum noise levels produced by these construction activities at a distance of 50 feet from the nearest noise source range from 80 to 90 dBA without the implementation of feasible noise control.

Noise levels vary for individual pieces of equipment, as equipment may come in different sizes and with different engines. Noise levels from construction equipment also vary as a function of the activity level or duty cycle. Typical construction projects, with equipment moving from one point to another, work breaks, and idle time have long-term noise averages that are lower than louder short-term noise events. Additionally, noise levels are calculated from the center of the activity due to the dynamic nature of a construction site. Construction noise attributable to the project was estimated using the Federal Transit Administration (FTA) noise methodology for the prediction of heavy equipment noise sources (FTA 2006).

The maximum construction noise levels of 80 to 90 dBA $L_{max}$ at 50 feet would result in average construction noise levels of approximately 75 dBA $L_{eq}$ at 50 feet. Based on the proximity of the on-site residences, the proposed construction activities when adjacent to the nearest residential property line could be approximately 75 dBA $L_{eq}$, during which would increase ambient noise levels temporarily.

The City's significance threshold defines a significant increase in the existing ambient noise level as a direct project-related temporary increase of +10 dBA $L_{eq}$ above existing levels. No ambient noise measurements were taken for this project; however, ambient noise levels were estimated based on the predominant noise source on site, the traffic on adjacent roadways.

**Table 4.8-6**
**Construction Equipment Maximum Noise Levels**

| Equipment Type | Maximum Noise Level (dBA $L_{max}$) at 50 Feet |
|---|---|
| ***Earthmoving*** | |
| Backhoes | 80 |
| Bulldozers | 85 |
| Front Loaders | 80 |
| Graders | 85 |
| Paver | 85 |
| Scrapers | 85 |
| Slurry Trencher | 82 |
| Dump Truck | 84 |
| Pickup Truck | 55 |
| ***Materials Handling*** | |
| Concrete Mixer Truck | 85 |
| Concrete Pump Truck | 82 |
| Crane | 85 |
| Man Lift | 85 |
| ***Stationary Equipment*** | |
| Compressors | 80 |
| Generator | 82 |
| Pumps | 77 |
| ***Impact Equipment*** | |
| Compactor | 80 |
| Jack Hammers | 85 |
| Impact Pile Drivers (Peak Level) | 95 |
| Pneumatic Tools | 85 |
| ***Other Equipment*** | |
| Concrete Saws | 90 |
| Welding Machine / Torch | 73 |

Source: FTA 2006

Traffic noise levels were estimated in Table 4.8-2 at 64, 65, and 69 dBA $L_{eq}$ (daytime) at 50' from the project roadways of Chollas Parkway, 54$^{th}$ Street, and University Avenue, respectively. These noise levels are a line source, which attenuate at a rate of 3 dBA per doubling of distance away from the roadway. These noise levels are representative of an urban setting conservatively used to describe the ambient noise level of the site. Typical ambient levels for urban areas range up to approximately 65 CNEL, (based on land use and noise compatibility guidelines for housing in urban areas (City of San Diego 2008b).

Therefore, ambient noise levels on-site due to traffic surrounding roadways (i.e., in the centroid of the site) would be less than 65 dBA $L_{eq}$, and project construction noise levels of approximately 75 dBA $L_{eq}$ on-site would result in a temporary increase in existing ambient noise levels on-site of greater than 10 dBA near construction activities, which would exceed the City's

significance threshold for a temporary significant increase. Therefore, project construction would result in a significant impact.

Operational Noise

Long-term operation of the project would result in an increase in ADT volumes on the local roadway network and, consequently, an increase in noise levels from traffic sources along affected segments. For the roadway segments adjacent to the project site, existing ADT volumes are shown in Table 4.8-7 for existing, horizon without project, and horizon with project.

**Table 4.8-7**
**Traffic Volumes in Average Daily Trips (ADT)**

| | Existing ADT | Horizon without Project ADT | Horizon with Project ADT |
|---|---|---|---|
| 54th Street (University Avenue to Chollas Parkway) | 17,387 | 20,100 | 24,900 |
| University Avenue (54th to 58th Streets) | 23,125 | 19,000 | 29,730 |
| Chollas Parkway (54th Street to University Avenue) | 4,616 | 7,200 | n/a |
| New Street A (54th Street to University Avenue) | n/a | n/a | 5,000 |

Source: Fehr & Peers 2014

As shown in Table 4.8-7, traffic ADT volumes increase on these roadways due to the project. However, doubling noise energy from a noise source, increases noise levels by 3 dBA, which is barely perceptible to the human ear. The increase in traffic volumes due to the project would be substantially less than doubling. The City's significance threshold is whether the project would result in 3-dBA or greater increase in ambient traffic noise levels along affected roadways, which would be considered e a significant project noise impact. The increase in traffic volumes due to the project would be less than doubling the traffic volumes and, therefore, would result in an increase of less than 3 dBA in the traffic ambient noise level. Therefore, long-term noise levels from project-generated traffic sources would not result in a substantial permanent increase in ambient noise levels (3 dB or greater) under existing and cumulative conditions.

HVAC equipment would be a primary operational noise source on-site associated with the proposed multi-family buildings and nonresidential development. Noise levels from HVAC equipment vary significantly depending on unit efficiency, size, and location, but generally average from 45 dBA to 70 dBA $L_{eq}$ at 50 feet (USEPA 1971). No ambient noise measurements were taken for this project; however, ambient noise levels were estimated based on the predominant noise source on site, the traffic on adjacent roadways. Traffic noise levels were

estimated in Table 4.8-2 at 64, 65, and 69 dBA $L_{eq}$ (daytime) at 50' from the project roadways of Chollas Parkway, 54$^{th}$ Street, and University Avenue, respectively. These noise levels are a line source, which attenuate at a rate of 3 dBA per doubling of distance away from the roadway. These noise levels are representative of an urban setting conservatively used to describe the ambient noise level of the site. Typical ambient levels for urban areas range up to approximately 65 dBA CNEL, based on land use and noise compatibility guidelines for housing in urban areas (City of San Diego 2008b Title 24 requires multi-family dwellings be designed to prevent interior noise levels not exceed 45dBA CNEL.

Based on the estimated existing ambient noise levels and noise levels predicted for HVAC operations (e.g., 45 to 70 dBA $L_{eq}$), project HVAC systems could increase ambient noise levels in the project site by more than 3 dBA depending on attenuation measures included in the design and the orientation of the exhaust vents. Therefore, long-term noise levels from project HVAC sources would potentially result in a substantial permanent increase in ambient noise levels (3 dB or greater) under existing and cumulative conditions.

Recreational noise would be a secondary operational noise source associated with the proposed parks area of the project site. Noise levels from park activities vary significantly depending upon developed use (e.g., playgrounds, ballfields). The ambient noise levels baseline on the project site are estimated to range up to approximately 65 dBA CNEL, based on the predominant noise source of traffic noise on adjacent roadways as shown in Table 4.8-2. Based on the estimated existing ambient noise levels, project park activities could increase ambient noise levels in the project site by more than 3 dBA depending on activity. However, project park activities would primarily occur during the daytime and evening hours, on various days and for various durations. Therefore, operational noise levels from project park activities would not result in a substantial permanent increase in ambient noise levels (3 dB or greater) under existing and cumulative conditions.

**Significance of Impacts**

Temporary Construction Noise

Noise generated by short-term construction activities is estimated to generate an average maximum noise level of 75 dBA $L_{eq}$ at the nearest on-site receptor, which would exceed existing ambient noise levels by more than 10 dBA and, therefore, would be a *significant project noise impact* **(Impact NOI-1).**

Permanent Operational Noise

Noise from project-related traffic would increase area noise levels by less than 3 dBA CNEL under existing and future conditions. These impacts would be *less than significant.* Noise generated by stationary HVAC systems could increase ambient noise levels at adjacent sensitive receptors by more than 3 dBA and, therefore, would be a *significant project noise impact* **(Impact NOI-2).**

### 4.8.4 Mitigation, Monitoring, and Reporting

**Mitigation Measure NOI-1:** The City shall require through the discretionary approval process that any construction activities and contractors adopt the following measures to control noise generated by construction activities:

- Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise-suppression devices (e.g., mufflers, silencers, wraps).
- Heavy-duty construction equipment shall not be operated within 15 feet of adjacent structures to prevent structural damage from construction generated vibration.
- If heavy-duty construction equipment must be operated within 15 feet of adjacent structures, before and after crack survey shall be taken of all structures that are within 15 feet of any construction operations. If any damage occurs to such structures from heavy equipment operations, those damages shall be repaired by the project proponent.
- All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded.
- Heavy-duty construction equipment shall be staged and used at the farthest distance feasible from adjacent sensitive receptors.
- Construction equipment shall not be idled for extended periods.
- Fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) shall be located as far as possible from noise-sensitive receptors.
- An on-site coordinator shall be employed by the project applicant/contractor, and his or her telephone number along with instructions on how to file a noise complaint shall be posted conspicuously around the project site during construction phases. The coordinator's duties shall include fielding and documenting noise complaints, determining the source of the complaint (e.g., piece of construction equipment),

determining whether noise levels are within acceptable limits and according to City standards, and reporting complaints to the City. The coordinator shall contact nearby noise-sensitive receptors, advising them of the construction schedule.

With implementation of Mitigation Measure NOI-1, construction noise sources would be controlled to the extent feasible and reduced below applicable significance criteria (75 dBA $L_{eq}$ and +10 dB increase). Therefore, this impact would be a *less than signification project noise impact.*

**Impact NOI-2: On-Site Noise Sources**

**Mitigation Measure NOI-2:** The City shall ensure that design and installation of stationary noise sources for the project meet the measures described below:

- Implement best design considerations and shielding, including installing stationary noise sources associated with HVAC systems indoors in mechanical rooms.
- Prior to the issuance of a building permit, the applicant or its designee shall prepare an acoustical study(s) of proposed mechanical equipment, which shall identify all noise-generating equipment, predict noise level property lines from all identified equipment, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation), as necessary, to comply with the City of San Diego noise ordinance.

With implementation of Mitigation Measure NOI-2, stationary noise sources would be designed and controlled to comply with the City of San Diego noise ordinance. After mitigation, this impact would be reduced to *less than significant.*

## 4.8.5 Impact Analysis

**Issue 2: Would the project result in the exposure of people to noise levels which exceed the City's adopted noise ordinance?**

**Impact Thresholds**

Per the City's significance determination thresholds, noise impacts may be significant if the project would result in the following:

- Exposure of people to noise levels that exceed the City's adopted construction noise ordinance (75 dBA $L_{eq}$ at the affected property line between the hours of 7 a.m. to 7 p.m.) or
- Exposure of people to noise levels that exceed the City's adopted noise ordinance (see Table 4.8-3).

**Impact Analysis**

Temporary Projected-Generated Construction Noise

As described above under Issue 1, noise levels from project construction activities on-site could potentially reach 75 dBA $L_{eq}$ at 50 feet near sensitive receptors. The noise ordinance limits construction noise to an average sound level of 75 dBA at the affected property line during the 12-hour period from 7 a.m. to 7 p.m., This noise level would exceed the City's noise ordinance construction noise standard.

Permanent Project-Generated Operational Noise

Traffic noise levels with the project would be less than a 3-dBA increase over existing roadway noise levels. These noise levels are anticipated to comply with City standards for single-family and multi-family residential, office, and commercial uses proposed for the project site.

Project stationary noise sources from HVAC equipment, as described under Issue 2, could range from 47 to 72 dBA $L_{eq}$ at the nearest noise-sensitive receptors. These noise levels could exceed City exterior noise standards at adjacent sensitive receptors.

**Significance of Impacts**

Noise generated by short-term construction activities would exceed City noise standards (75 dBA $L_{eq}$) at adjacent sensitive receptors, as described under Issue 2. Therefore, this would be a *significant project impact*. With implementation of Mitigation Measure NOI-1, construction noise sources would be further reduced to the extent feasible, and to a level that would comply with the City noise ordinance. Therefore, this impact would be *less than significant*.

Noise from project-related traffic would not result in noise levels exceeding City standards for adjacent land uses. These impacts would be *less than significant*.

Noise generated by stationary HVAC systems could exceed City noise standards at adjacent sensitive receptors. With implementation of Mitigation Measure NOI-2, stationary noise sources would be designed and controlled to comply with the City of San Diego noise ordinance. After mitigation, this impact would be reduced to *less than significant.*

### 4.8.6 Mitigation, Monitoring, and Reporting

Mitigation Measure NOI-2, identified above, would be implemented to reduce permanent HVAC operational noise. After mitigation, this impact would be reduced to *less than significant.*

### 4.8.7 Impact Analysis

**Issue 3: Would the project expose people to current or future transportation noise levels that exceed standards established in the Noise Element of the General Plan?**

**Impact Thresholds**

Per the City's Significance Determination Thresholds, noise impacts may be significant if the project would result in the following:

- Exposure of people to current or future transportation noise levels that exceed standards established in the Noise Element of the General Plan (45 dBA CNEL for residential interior from exterior noise of 65 dBA CNEL).

**Impact Analysis**

Traffic noise levels were estimated in Table 4.8-2 at 64, 65, and 69 dBA $L_{eq}$ (daytime) at 50' from the project roadways of Chollas Parkway, 54$^{th}$ Street, and University Avenue, respectively. These noise levels are a line source, which attenuate at a rate of 3 dBA per doubling of distance away from the roadway. These noise levels are representative of an urban setting conservatively used to describe the ambient noise level of the site. Typical ambient levels for urban areas range up to approximately 65 dBA CNEL, based on land use and noise compatibility guidelines for housing in urban areas (City of San Diego 2008b). Title 24 requires multi-family dwellings be designed to prevent interior noise levels not exceed 45dBA CNEL. All exterior noise conditions for residential, office, and commercial would comply with thresholds established by the City CEQA significance determination thresholds. Mitigation measure NOI-2, stationary noise sources would be designed and controlled to comply with the City of San Diego noise ordinance. Therefore, the project would achieve the City interior noise standards of 45 dBA CNEL.

**Significance of Impacts**

The project would comply with exterior noise-level criteria for residential, office, and commercial. The project would also comply with the Title 24 interior residential noise level standard of 45 dBA CNEL. Therefore, the potential for on-site exposure of people to transportation noise levels in excess of the Noise Element would be *less than significant.*

### 4.8.8 Mitigation, Monitoring, and Reporting

No mitigation would be required.

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# 4.9 PALEONTOLOGICAL RESOURCES

As described in the Paleontological Resource Assessment (Deméré 2013), paleontological resources (i.e., fossils) are the buried remains and/or traces of prehistoric organisms (i.e., animals, plants, and microbes). Body fossils such as bones, teeth, shells, leaves, and wood, as well as trace fossils such as tracks, trails, burrows, and footprints, are found in the geological formations within which they were originally buried. Fossils are considered important scientific and educational resources because they serve as direct and indirect evidence of prehistoric life and are used to understand the history of life on Earth, the nature of past environments and climates, the membership and structure of ancient ecosystems, and the pattern and process of organic evolution and extinction. In addition, fossils are considered nonrenewable resources because, typically, the organisms they represent no longer exist. Thus, once destroyed, a particular fossil can never be replaced. Paleontological resources can also be thought of as including not only the actual fossil remains and traces, but also the fossil-collecting localities and the geological formations containing those localities. The analysis in this section is based upon the San Diego Natural History Museum's Paleontological Resource Assessment, completed in February 2013, and attached to this EIR as Appendix H.

## 4.9.1 Existing Conditions

The Coastal Plain region of San Diego County is underlain by a sequence of marine and nonmarine sedimentary rock units that record portions of the last 140 million years of Earth's history. Faulting related to the local La Nacion and Rose Canyon Fault Zones has broken up this sedimentary sequence into a number of distinct fault blocks in the six southwestern parts of the county. In the National City/Chula Vista area, the La Nacion Fault Zone has had a major impact on the surface distribution of sedimentary rock. West of the fault zone, there are extensive exposures of Pleistocene-age deposits mapped primarily as the Bay Point Formation. East of the fault zone, there are exposures of the Eocene-age Mission Valley Formation and the Oligocene-age Otay Formation. Within the fault zone itself, exposures predominantly consist of sandstones of the Pliocene-age San Diego Formation.

The geology of the proposed project site is dominated by artificial fill and Quaternary alluvium to varying depths. These relatively youthful deposits overlie older geologic deposits mapped as the Eocene-age Mission Valley Formation. The Mission Valley Formation, in turn, is locally overlain by the Eocene-age Pomerado Conglomerate, which itself is overlain by marine sandstones of the Pliocene-age San Diego Formation. The western boundary of the project site is 54th Street, which is aligned along the main trace of the La Nacion Fault. The majority of movement along this fault has been vertical, meaning that strata found at higher topographic

levels to the east have been down-dropped to the west where they now occur at lower topographic levels.

## 4.9.2 Regulatory Framework

### Federal Regulations

Paleontology is the study of life in past geologic time based on fossil plants and animals. A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized or funded projects. (e.g., Antiquities Act of 1906 [16 U.S. Code [USC] 431–433], Federal-Aid Highway Act of 1960 [23 USC 305]), and the Omnibus Public Land Management Act of 2009 [16 USC 470aaa]).

### State Regulations

Under California law, paleontological resources are protected by CEQA.

### Local Regulations

The vision of the Mid-City Communities Plan is a community in which "prehistoric and historic resources are celebrated, preserved, and enhanced," (City of San Diego 1998b). The archaeologic and paleontologic goal of the Mid-City Communities Plan is to preserve areas possessing significant archaeologic and paleontologic interest, and the plan recommends identification and preservation of significant prehistoric sites through zoning, development review, or other regulatory means.

## 4.9.3 Impact Analysis

**Issue 1: Would the project excavate over 1,000 cubic yards of material in an area of high paleontological sensitivity; or excavate over 2,000 cubic yards of material in an area of moderate paleontological sensitivity?**

### Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to paleontological resources may be significant if the project would:

> Excavate sedimentary rocks such as those in a coastal zone, as these usually contain fossils. The type of rock underlying the project site must be determined

using the Paleontological Determination Matrix in the City Thresholds, and a significant impact could potentially occur if the geologic formation underlying the project site has a moderate to high sensitivity rating.

**Impact Analysis**

Direct impacts occur through the destruction or alteration of a paleontological resource or site by mass grading operations, excavation, trenching, boring, tunneling, or other activity that disturbs the subsurface geologic formation within which fossils are buried. Excavation operations are the most common ways for paleontological resources to be adversely impacted and can result in the permanent loss of resources and valuable information. Typically, a project that would grade more than 2,000 cubic yards at a depth of cut of 10 feet or more in a moderate-sensitivity rated area would have the potential to encounter paleontological resources during grading. Such impacts can be significant, and per CEQA Guidelines, would require mitigation.

Impacts to paleontological resources are typically rated from high to zero depending upon the sensitivity of impacted formations.

- **High significance:** Impacts to high sensitivity formations (Mission Valley Formation).
- **Moderate significance:** Impacts to moderate sensitivity formations (none within the project site).
- **Low significance:** Impacts to low sensitivity formations (Quaternary Alluvium).
- **Zero significance:** Impacts to formations with no fossil potential (artificial fill).

Modern and artificial fill materials cover large areas of the project site and are likely from previous construction activities. No fossils of paleontological interest are found within artificial fill materials. Any organic remains would have lost their stratigraphic or geologic context due to the disturbed nature of the fill materials. As stated above, artificial fill material has a zero sensitivity.

Holocene and late Pleistocene alluvial deposits have been mapped underlying the Chollas Creek drainage along the southern edge of the project site, adjacent to Chollas Parkway. The Holocene age of the deposits indicates they are of too young an age to contain true fossils. Younger alluvium deposits are assigned a low sensitivity.

Eocene-age sedimentary rocks of the Mission Valley formation underlie the majority of the project site, and in other areas of the project site the Mission Valley Formation is covered by

quaternary alluvium and artificial fill material. Fossil mammals locally occur in the Mission Valley Formation, and one fossil-rich collecting locality occurs within the project site, and has previously yielded well-preserved remains of Eocene-aged land mammals including opossums, rodents, primates, and artiodactyls. Other fossils found at this location include the remains of bony and cartilaginous fish, soft-shell turtle, tortoise, crocodile, snake, lizard, and other reptiles.

Historically, the marine strata of the Mission Valley Formation have produced generally well-preserved remains of marine microfossils (e.g., foraminifers), macroinvertebrates (e.g., clams, snails, crustaceans, and sea urchins), and vertebrates (e.g., sharks, rays, and bony fish) and the nonmarine strata of the formation have produced well-preserved examples of petrified wood and fairly large and diverse assemblages of fossil land mammals. The co-occurrence in the Mission Valley Formation of land mammal assemblages with marine assemblages is important as it allows for the direct correlation of terrestrial and marine faunal time scales, and the Mission Valley Formation represents one of the few instances in North America where such direct correlations are possible.

According to the Paleontological Report Assessment, good exposures of the Mission Valley Formation can be observed in the existing cut-slope in the northern portion of the project site. The cut-slope exposes about 41 feet of light gray, poorly sorted, fine- to coarse-grained sandstone capped by at least 6.5 feet of iron-oxide-stained conglomerate. Because there is an existing paleontological collecting locality within the project boundaries, and following the paleontological guidelines developed by the City of San Diego, the Mission Valley Formation is assigned a high sensitivity rating.

Because of the mapped geology and the existing paleontological locality, there is potential for fossil remains to be encountered during grading of the project site. Both the marine and nonmarine strata of the Mission Valley Formation are assigned a high paleontological resource sensitivity because of their potential to contribute information important to our understanding and interpretation of the paleontological record of the City of San Diego. The Mid-City Community Plan designates areas for commercial and residential development, with both passive and active park land and open space (City of San Diego 1998b). Per the City's Significance Determination Thresholds, any excavations into the potentially fossil-bearing strata of the Mission Valley Formation has the potential to result in an impact; therefore mitigation measures shall be required. Typically, a project that would grade more than 2,000 cubic yards at a depth of cut of 10 feet or more in a moderate-sensitivity rated area would have the potential to encounter paleontological resources during grading. Such impacts can be significant, and per CEQA Guidelines, would require mitigation.

**Significance of Impacts**

The potential negative impacts to paleontological resources can be reduced to below the level of significance through implementation of a paleontological monitoring plan, consistent with the goals and recommendations of the City of San Diego General Plan and Mid-City Communities Plan, as outlined below. The potential for impacts to paleontological resources is ***less then significant with mitigation (Impact Paleo-1).***

## 4.9.4 Mitigation, Monitoring, and Reporting

**Impact PALEO-1: Paleontological Resources**

**Mitigation Measure PALEO-1:**

**I. Prior to Permit Issuance**

A. Entitlements Plan Check

1. Prior to issuance of any construction permits including but not limited to the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the Paleontological Monitoring Program, as defined in the City of San Diego Paleontology Guidelines.

2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.

3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

## II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.

2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Preconstruction (Precon) Meetings

1. Prior to beginning any work that requires monitoring; the applicant shall arrange a precon meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related precon meetings to make comments and/or suggestions concerning the Paleontological Monitoring Program with the CM and/or Grading Contractor, and to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. (A qualified paleontologist is defined as an individual with MS or PhD degree in paleontology or geology who is familiar with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of San Diego County, and who has worked as a paleontological mitigation project supervisor in the county for at least 1 year.)

   a. If the PI is unable to attend the precon meeting, the applicant shall schedule a focused precon meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to Be Monitored

   Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11 x 17 inches) to MMC identifying the areas to be monitored, including the delineation of grading/excavation limits. The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

   a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.

   b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents that indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

**III. During Construction**

A. A paleontological monitor should be on-site on a full-time basis during any original cutting of previously undisturbed deposits of high paleontological resource potential (Mission Valley Formation) or during any grading, excavation, or trenching activities, to inspect exposures for contained fossils. (A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor should work under the direction of a qualified paleontologist.) The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances, Occupational Safety and Health Administration safety requirements may necessitate modification of the PME.

B. In the event of a discovery, the paleontological monitor shall direct the contractor to temporarily divert activities in the area of discovery and immediately notify the RE or BI, as appropriate. The paleontological monitor shall immediately notify the PI (unless paleontological monitor is the PI) of the discovery. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. When fossils are discovered, the paleontologist (or paleontological monitor) should recover them. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances the paleontologist (or paleontological monitor) should be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovering of small fossil remains, such as isolated mammal teeth, it may be necessary to set up a screenwashing operation on the site. Fossil remains collected during monitoring and salvage should be cleaned, repaired, sorted, and catalogued as part of the mitigation program. Prepared fossils, along with copies of all pertinent field notes,

photographs, and maps, should be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils should be accompanied by financial support for initial specimen storage. A final summary report should be completed that outlines the results of the mitigation program (described below). This report should include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.

**IV. Post Construction**

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines that describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring,

    a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.

    b. Recording Sites with the San Diego Natural History Museum

    The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.

3. The PI shall submit revised Draft Monitoring Report to MMC for approval.

4. MMC shall provide written verification to the PI of the approved report.

5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Fossil Remains

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.

2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate

C. Curation of fossil remains: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.

2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Report(s)

1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.

2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution.

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# 4.10 PUBLIC SERVICES AND FACILITIES

Public services and facilities are those functions that serve residents on a community-wide basis. These functions include fire and police protection, parks and recreation, schools, and libraries. Park and Recreation facilities are discussed separately in Section 4.11. The following provides a discussion of these services and facilities as they relate to the project site. The locations of existing and planned facilities are shown in Figure 4.10-1.

## 4.10.1 Existing Conditions

### Fire Protection

Fire protection services to the project site are provided by the City's Fire-Rescue Department (San Diego Fire Department [SDFD]). The General Plan states that fire stations should be sited on lots that are at least 0.75 acre with room for expansion within 2 to 2.5 miles apart and be staffed and equipped to respond to calls within their established standards. The SDFD's goal is one firefighter per 1,000 citizens. To ensure adequate fire protection response to fire calls, the SDFD uses the *Fire Service Standards of Response Coverage* (Citygate 2011 2 vol).

The SDFD currently utilizes a four-level priority calls dispatch system. Level 1 (Trame 2014) is the most serious (e.g., heart attack, shortness of breath); the closest fire engine and an advanced life support ambulance respond to this type of call. The fire crew has to respond within 8 minutes of being dispatched, and the ambulance has to respond within 12 minutes for Level 1 (the most serious) calls. A Level 2 call is the next most serious; however, these calls are either reprioritized up to a Level 1 call or down to a Level 3 call. Only the advanced life support ambulance responds to Level 2 calls; no fire station staff or equipment is deployed. The response time for a Level 2 call is 12 minutes, the same as for a Level 1 call. For a Level 3 call (e.g., someone having extended flu-like symptoms), either a basic or advanced life support ambulance would respond. A basic ambulance is staffed with two EMTs, whereas an advanced life support ambulance is staffed with one paramedic and one EMT. The response time for a Level 3 call is 18 minutes. For a Level 4 call, which is not an emergency (e.g., the patient could have driven himself or herself to a hospital), a basic ambulance would respond within 18 minutes of being dispatched. EMS is under contract to meet the 12- or 18-minute response times at least 90% of the time.

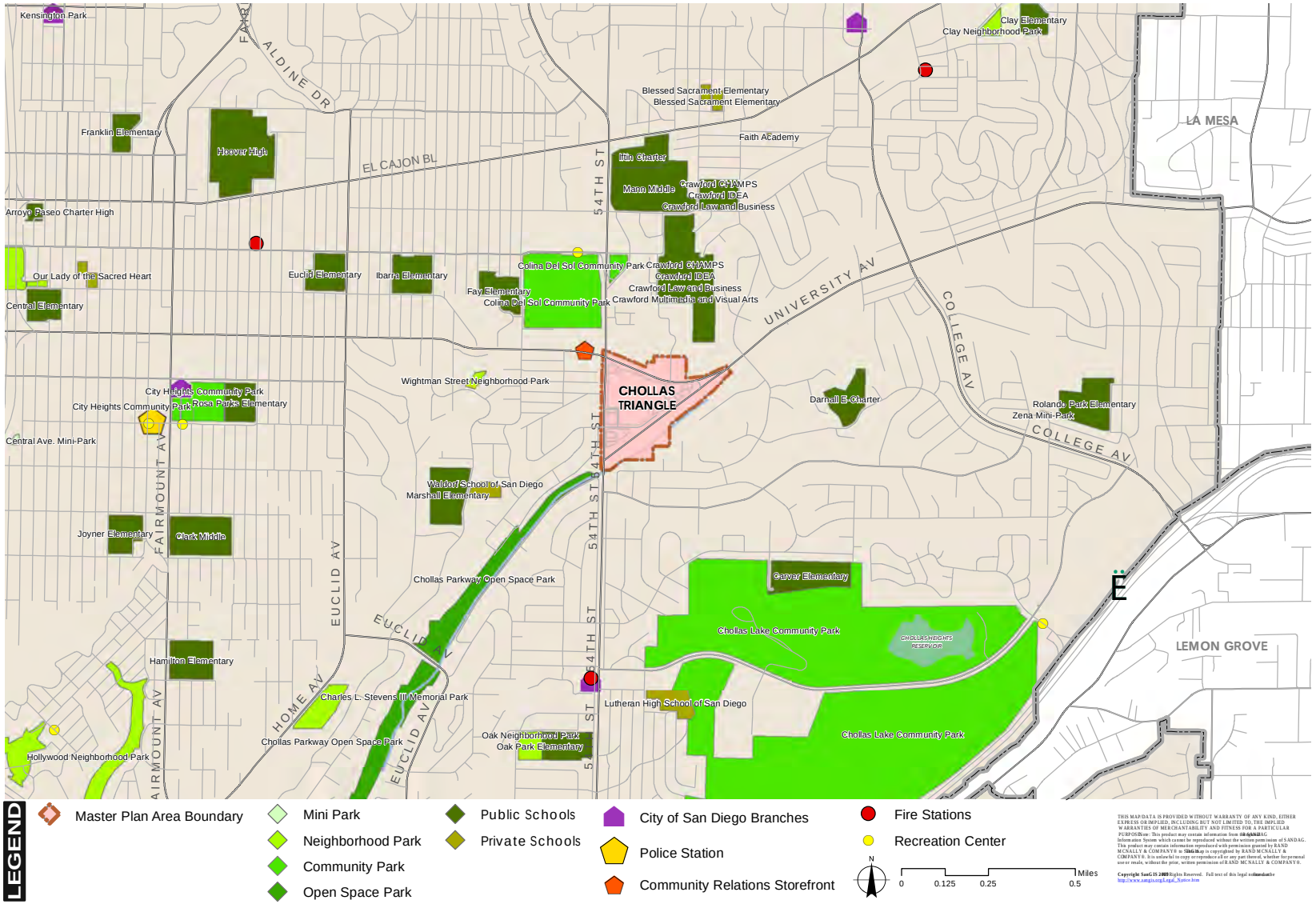


**Figure 4.10-1**
**Public Services and Facilities**

The project site is primarily served by resources at Fire Station #26, located at 2850 54th Street, approximately 0.6 mile south of the project site. The fire station is equipped with at least one engine and four firefighters per day, per shift and one paramedic unit with one paramedic and one emergency medical technician. Backup response is provided from Fire Station 17, located at 4206 Chamoune Avenue, approximately 1.5 miles west of the project site and other stations that are available to provide services to the project site. See Table 4.10-1 for total number and type of Incident Runs for FY 14.

**Table 4.10-1**
**Fire Station Incident Run**

| Fire Station | FY 2014 Fire Responses | FY 2014 Medical Responses | FY 2014 Other Responses | FY 2014 Total Incidents Responded To |
|---|---|---|---|---|
| Engine 26 | 258 | 2,674 | 183 | 3,115 |
| Fire Station 17 | 361 | 5,038 | 324 | 5,723 |

Source: Trame 2014

## Police Protection

The project site is within the boundaries of Beat 822 of the San Diego Police Department's Mid City Division. The Mid City Division serves a population of 173,012 people and encompasses 12.8 square miles. The Mid City Division, located at 4310 Landis Street, provides police services to the following communities: Azalea/Hollywood Park, Burlingame, Castle, Cherokee Point, Chollas Creek, Colina del Sol, Corridor, Darnall, El Cerrito, Fairmont Village, Fox Canyon, Gateway, Islenair, Kensington, Normal Heights, North Park, Rolando, Swan Canyon, Talmadge, Teralta East, and Teralta West.

The Mid City Division is currently staffed with 121 sworn personnel and two civilian employees. Officers work 10-hour shifts. Staffing is composed of three shifts that operate from 6:00 a.m. – 4:00 p.m. (First Watch), 2:00 p.m. – 12:00 a.m. (Second Watch), and from 9:00 p.m. – 7:00 a.m. (Third Watch). Using the department's recommended staffing guidelines, the Mid City Division currently deploys a minimum of 14 patrol officers on First Watch, 22 officers on Second Watch, and 16 officers on Third Watch.

The SDPD does not staff individual stations based on ratios of sworn officers per 1,000-population ratio. The goal Citywide is to maintain 1.48 officers per 1,000 population ratio. The SDPD is currently reaching its targeted staffing ratio of 1.48 sworn officers per 1,000 residents, based on the 2011 estimated residential population of 1,311,882. The ratio is calculated to take into account all support and investigative positions within the SDPD. This ratio does not include

the significant population increase resulting from citizens who commute to work from outside of the City or those visiting.

The SDPD currently utilizes a five-level priority calls dispatch system, which includes Priority E (Emergency), One, Two, Three, and Four. The calls are prioritized by the phone dispatcher and routed to the radio operator for dispatch to the field units. The priority system is designed as a guide, allowing the phone dispatcher and the radio dispatcher discretion to raise or lower the call priority as necessary based on the information received. Priority E and Priority One calls involve serious crimes in progress or those with a potential for injury. Priority Two calls include vandalism, disturbances, and property crimes. Priority Three includes calls after a crime has been committed, such as cold burglaries and loud music. Priority Four calls include parking complaints or lost and found reports.

The 2013 average response times for Beat 822 were 5.6 minutes for emergency calls, 9.5 minutes for priority one calls, 26.7 minutes for priority two calls, 71.7 minutes for priority three calls, and 88.5 minutes for priority four calls. The SDPD response time goals are 7 minutes for emergency calls, 14 minutes for priority one calls, 27 minutes for priority two calls, 70 minutes for priority three and priority four calls (San Diego Police Department, Managing Support Memorandum, April 2014).

Table 4.10-2 shows the year 2013 average response times for each priority level call within Beat 822. Also included in Table 4.10-2 are the citywide averages and police department goal response times.

**Table 4.10-2**
**Police Response Times 2013 (minutes)**

| Call Types | Beat 822 Average Response Times | Citywide Average Response Times | Department Goal Response Times |
|---|---|---|---|
| Emergency | 5.6 | 6.6 | 7 |
| Priority One | 9.5 | 11.7 | 14 |
| Priority Two | 26.7 | 27.4 | 27 |
| Priority Three | 71.7 | 68.9 | 70 |
| Priority Four | 88.5 | 70.9 | 70 |

Source: SDPD, personal communication with Chris Haley, March 13, 2014.

As shown in Table 4.10-2, the average response times for Beat 822 exceed the citywide average and department's goals for Priority Three and Priority Four calls. The SDPD strives to maintain the response time goals as one of various other measures used to assess the level of service to the community.

## Schools

The student population within the project site is served by the San Diego Unified School District (SDUSD). The schools within the SDUSD that serve the project site are Carver Elementary School (K–5), Mann Middle School (6–8), and Crawford High School (9–12). They are within the Crawford Cluster of Schools.

Table 4.10-3 provides a summary of the enrollment status and capacity of the existing schools in the SDUSD, which serves the project site.

**Table 4.10-3**
**Enrollment and Capacity for Schools Serving the Project site**

| School | Grades | Capacity | 2013–2014 Enrollment | 2014–2015 Projected Enrollment |
|---|---|---|---|---|
| Carver Elementary School | K–5 | 438 | 265 | 264 |
| Mann Middle School | 6–8 | 1,421 | 844 | 798 |
| Crawford High School | 9–12 | 2,114 | 1,163 | 1,174 |

Source: SDUSD capacity data

In addition to the schools addressed above, the Crawford Cluster includes the following elementary schools that are within the area: Clay, Fay, Ibarra, Marshall, Oak Park, and Rolando Park.

## Libraries

The City operates a central library located in downtown San Diego and 35 branch libraries in neighborhoods throughout the City. Total library attendance exceeded six million people in 2010, with branch libraries serving over 90% of those visitors (City of San Diego 2011b). As the service area size of a branch library is a 2-mile radius, proximity to active commercial areas, town centers, and other municipal or civic uses, in addition to access to public transportation and parking, factor into the planning and siting of facilities.

There are currently three branch libraries within the Mid-City Communities, one of which is located within the Eastern Area. The local branches are part of the City library system, which allows residents to use any branch or the central library. Primary library service is provided by the Oak Park Branch Library, located at 2802 54th Street, south of the project site. The General Plan encourages branch libraries to be a minimum of 15,000 square feet of dedicated library space, with adjustments for community-specific need. According to the City's 2011 thresholds,

"branch libraries should serve a resident population of 30,000 and may be established when a service area, which is expected to grow to 30,000 residents within 20 years of library construction, has a minimum population of 18,000 to 20,000" (City of San Diego 2011b).

## Regulatory Framework

### State Legislation

*Senate Bill 50*

Section 17620 of the California Education Code authorizes school districts to collect fees to mitigate the impact of new development on enrollment in the district. The State Allocation Board determines the maximum level of fees a district can levy for residential and commercial/industrial development (City of San Diego 2008b). Government Code Section 65996 also recites that the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation" for the purposes of CEQA or for any other reason.

### General Plan Policies

The Public Facilities, Services, and Safety Element of the General Plan includes policies on the prioritization and provision of public facilities and services, evaluation of new growth, guidelines for implementing a financing strategy, and guidelines for the provision of specific facilities.

Relevant policies from these elements are shown in Table 4.10-4.

**Table 4.10-4**
**Public Facilities, Services and Safety Element**
**General Plan Policies Related to Public Services**

| Policy | Description |
|---|---|
| ***Fire-Rescue*** | |
| PF-D.1. | Locate, staff, and equip fire stations to meet established response times. Response time objectives are based on national standards. Add one minute for turnout time to all response time objectives on all incidents.<br>• Total response time for deployment and arrival of the first-in engine company for fire suppression incidents should be within four minutes 90 percent of the time.<br>• Total response time for deployment and arrival of the full first alarm assignment for fire suppression incidents should be within eight minutes 90 percent of the time.<br>• Total response time for the deployment and arrival of first responder or higher-level capability at emergency medical incidents should be within four minutes 90 percent of the time.<br>• Total response time for deployment and arrival of a unit with advanced life support (ALS) capability at emergency medical incidents, where this service is provided by the City, should be within eight minutes 90 percent of the time. |

| Policy | Description |
|---|---|
| PF-D.2. | Deploy to advanced life support emergency responses EMS personnel including a minimum of two members trained at the emergency medical technician-paramedic level and two members trained at the emergency medical technician-basic level arriving on scene within the established response time as follows:<br>• Total response time for deployment and arrival of EMS first responder with Automatic External Defibrillator (AED) should be within four minutes to 90 percent of the incidents; and<br>• Total response time for deployment and arrival of EMS for providing advanced life support should be within eight minutes to 90 percent of the incidents. |
| PF-D.3. | Adopt, monitor, and maintain service delivery objectives based on time standards for all fire, rescue, emergency response, and lifeguard services. |
| PF-D.4. | Provide a 3/4-acre fire station site area and allow room for station expansion with additional considerations:<br>• Consider the inclusion of fire station facilities in villages or development projects as an alternative method to the acreage guideline;<br>• Acquire adjacent sites that would allow for station expansion as opportunities allow; and<br>• Gain greater utility of fire facilities by pursuing joint use opportunities such as community meeting rooms or collocating with police, libraries, or parks where appropriate. |
| PF-D.5. | Maintain service levels to meet the demands of continued growth and development, tourism, and other events requiring fire-rescue services.<br>a. Provide additional response units, and related capital improvements as necessary, whenever the yearly emergency incident volume of a single unit providing coverage for an area increases to the extent that availability of that unit for additional emergency responses and/or non-emergency training and maintenance activities is compromised. An excess of 2,500 responses annually requires analysis to determine the need for additional services or facilities. |
| PF-D.6. | Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development. |
| PF-D.7. | Evaluate fire-rescue infrastructure for adherence to public safety standards and sustainable development policies (see also Conservation Element, Section A). |
| PF-D.8. | Invest in technological advances that enhance the City's ability to deliver emergency and fire-rescue services more efficiently and cost-effectively. |
| PF-D.10. | Buffer or incorporate design elements to minimize impacts from fire stations to adjacent sensitive land uses, when feasible. |
| ***Police*** | |
| PF-E.1. | Provide a sufficient level of police services to all areas of the City by enforcing the law, investigating crimes, and working with the community to prevent crime. |
| PF-E.2. | Maintain average response time goals as development and population growth occurs.<br>Average response time guidelines are as follows:<br>• Priority E Calls (imminent threat to life) within seven minutes.<br>• Priority 1 Calls (serious crimes in progress) within 12 minutes.<br>• Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes.<br>• Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes.<br>• Priority 4 Calls (minor requests for police service) within 90 minutes. |
| PF-E.3. | Buffer or incorporate design elements to minimize impacts from police stations to adjacent sensitive land uses, when feasible. |
| PF-E.4. | Plan for new facilities, including new police substations and other support facilities that will adequately support additional sworn and civilian staff. |
| PF-E.5. | Design and construct new police facilities consistent with sustainable development policies (see also Conservation Element, Section A). |
| PF-E.6. | Monitor how development affects average police response time goals and facilities needs (see also PF-C.5). |

| Policy | Description |
|---|---|
| PF-E.7. | Maintain service levels to meet demands of continued growth and development, tourism, and other events requiring police services.<br>a. Analyze the need for additional resources and related capital improvements when total annual police force out-of-service time incrementally increases by 125,000 hours over the baseline of 740,000 in a given year. Out-of-service time is defined as the time it takes a police unit to resolve a call for service after it has been dispatched to an officer. |
| ***Libraries*** | |
| PF-J.1. | Develop and maintain a central library to adequately support the branch libraries and serve as a major resource library for the region and beyond. |
| PF-J.2. | Design all libraries with a minimum of 15,000 square feet of dedicated library space, with adjustments for community-specific needs. Library design should incorporate public input to address the needs of the intended service area. |
| PF-J.3. | Plan for larger library facilities that can serve multiple communities and accommodate sufficient space to serve the larger service area and maximize operational and capital efficiencies. |
| PF-J.4. | Build new library facilities to meet energy efficiency and environmental requirements consistent with sustainable development policies (see also Conservation Element). |
| PF-J.5. | Plan new library facilities to maximize accessibility to village centers, public transit, or schools. |
| PF-J.6. | Design libraries to provide consistent and equitable services as communities grow in order to maintain service levels which consider operational costs and are based on established guidelines. |
| PF-J.7. | Pursue joint use of libraries with other compatible community facilities and services including other City operations. |
| PF-J.8. | Build and maintain a library system that adapts to technological changes, enhances library services, expands access to digital information and the internet, and meets community and library system needs. |
| PF-J.9. | Adopt an equitable method for securing contributions from those agencies and organizations which benefit from the central library's services. |
| ***Schools*** | |
| PF-K.1. | Assist the school districts and other education authorities in resolving problems arising over the availability of schools and educational facilities in all areas of the City. |
| PF-K.2. | Design schools as community learning centers, recognize them as an integral part of our neighborhoods, and encourage equitable access to quality schools and other educational institutions. |
| PF-K.3. | Consider use of smaller school sites for schools that have smaller enrollments, and/or incorporate space-saving design features (multi-story buildings, underground parking, placement of playgrounds over parking areas or on roofs, etc.). |
| PF-K.4. | Collaborate with school districts and other education authorities in the siting of schools and educational facilities to avoid areas with: fault zones; high-voltage power lines; major underground fuel lines; landslides and flooding susceptibility; high-risk aircraft accident susceptibility; excessive noise (see also Noise Element, Noise Compatibility Guidelines); industrial uses; hazardous material sites, and significant motorized emissions. |
| PF-K.5. | Work with school districts and other education authorities to better utilize land through development of multi-story school buildings and educational facilities. |
| PF-K.6. | Expand and continue joint use of schools with adult education, civic, recreational (see also Recreation Element, Section E) and community programs, and also for public facility opportunities. |
| PF-K.7. | Work with the school districts and other education authorities to develop school and educational facilities that are architecturally designed to reflect the neighborhood and community character, that are pedestrian-and cycling-friendly (see also Mobility Element, Policy ME-A.2), and that are consistent with sustainable development policies (see also Conservation Element, Section A) and urban design policies (see also Urban Design Element, Section A). |
| PF-K.8. | Work with school districts and other education authorities to avoid environmentally protected and sensitive lands in the siting of schools and educational facilities. |

| Policy | Description |
|---|---|
| PF-K.9. | Work with school districts and other education authorities in evaluating best use of underutilized school district and other educational authority facilities and land for possible public acquisition and/or joint-use. |

Source: City of San Diego General Plan Public Facilities, Services, and Safety Element and Recreation Element 2008.

### 4.10.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, a significant public services impact would occur if the project would:

1. Promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives.

### 4.10.3 Issue 1: Public Facilities

To maintain acceptable service ratios, response times, or other performance objectives, would the project promote growth patterns resulting in the need for the provisions of new or altered public facilities, the construction of which could cause significant physical impacts?

**Impacts**

Implementation of the project would increase the demand for public services and facilities within the Mid-City Community Plan area, and more specifically in the Eastern Area neighborhood.

Public facilities and services such as emergency services, schools, libraries, and parks are often supported through financing mechanisms such as DIFs. By law, similar to CEQA mitigation measures, DIFs cannot be collected to satisfy existing, or to correct past, infrastructure deficiencies. The PFFP includes the derivation and basis for the community's DIF schedule. As defined under state law, the DIF may be levied against a development project in order to finance infrastructure associated with increased demand for public facilities reasonably related to such development. The DIF can be used to provide funding for public facilities identified in the PFFP and included in the DIF basis. In instances where it can be determined that proposed public facilities located outside the boundaries of the proposed CPU area would serve the residents of the community, such projects may be included in the PFFP, and proportional funding for such projects may be included in the DIF basis. These fees would apply to all future projects.

Fire Protection

The project site is primarily served by resources at Fire Station #26, located at 2850 54th Street, approximately 0.6 mile south of the project site. The fire station is equipped with at least one engine and four firefighters per day, per shift and one paramedic unit with one paramedic and one emergency medical technician. Backup response is provided from Fire Station 17, located at 4206 Chamoune Avenue, approximately 1.5 miles west of the project site and other stations that are available to provide services to the project site. The change in land use from Commercial Mixed Use and Industrial to Neighborhood Village and Park and Open Space, and the accompanying rezoning, would not significantly impact the ability of the existing station, located at 2850 54$^{th}$ Street, approximately 0.6 miles south of the project site, from meeting the needs of its service area. Based upon the adopted community plan (absent the project), the current Mid-City PFFP includes a project to expand and reconstruct the existing fire station at the existing site. The PFFP also identifies the construction of two new fire stations to be located in the adjacent City Heights and College Area neighborhoods. The specific project sites have not yet been determined. Future CEQA review of the fire station expansion and construction projects will occur at the time that the projects are implemented. Once operational, it is anticipated that the fire stations would also serve the project site. Future project applicants would be required to pay a DIF that would, in part, fund the expansion of the existing fire station and the construction of the two new fire stations. Further, future development projects in the project site would be required to meet site design and construction design standards with respect to assuring adequate safety from fire hazards. Therefore, fire protection impacts would be less than significant.

Police Protection

As noted above, the project site is within the boundaries of Beat 822 of the San Diego Police Department's Mid City Division. The Mid City Division serves a population of 173,012 people and encompasses 12.8 square miles. The Mid City Division, located at 4310 Landis Street, provides police services to the following communities: Azalea/Hollywood Park, Burlingame, Castle, Cherokee Point, Chollas Creek, Colina del Sol, Corridor, Darnall, El Cerrito, Fairmont Village, Fox Canyon, Gateway, Islenair, Kensington, Normal Heights, North Park, Rolando, Swan Canyon, Talmadge, Teralta East, and Teralta West.

The 2013 average response times for Beat 822 were 5.6 minutes for emergency calls, 9.5 minutes for priority one calls, 26.7 minutes for priority two calls, 71.7 minutes for priority three calls, and 88.5 minutes for priority four calls. The SDPD response time goals are 7 minutes for emergency calls, 14 minutes for priority one calls, 27 minutes for priority two calls, 70 minutes for priority three and priority four calls (San Diego Police Department, Managing Support Memorandum, April 2014).

As shown in Table 4.10-2, the average response times for Beat 822 exceed the citywide average and department's goals for Priority Three and Priority Four calls. There are no current plans, however, for additional police sub-stations in the immediate area. The project would result in an additional 138 units and an additional 389 residents over what is currently allowed with the adopted community plan. The new residents would be located in area already planned for multi-family residential development, immediately adjacent to existing similar residential neighborhoods and along two major roadways, University Avenue and 54th Street. Response time deficiencies due to lack of personnel or equipment can be alleviated only through the City Council budget approval process and the allocation of adequate resources to fund the operation of police facilities. As noted above, future project applicants would be required to pay a DIF to address capital costs of police services and to develop a Crime Prevention through Environmental Design (CPTED) review. Therefore, impacts to police services would be less than significant.

Schools

Potential impacts to schools serving the project site would be related to the number of students generated by the project. Student generation rates vary based on the type of project, number of units, bedroom mix, affordable or senior housing components, and many other factors (San Diego Unified School District Letter from Sara Hudson, Demographer, dated March 25, 2014). This information is not available at this time as the project consists solely of a land use plan amendment and rezoning. San Diego Unified School District (SDUSD) estimates the number of students generated from projects by looking at the number of existing students at comparable developments. The district analyzed several multi-family developments adjacent to the project site and determined that; overall, the project's potential generation could be accommodated by existing school facilities, given current capacity and enrollment levels. However, SDUSD concluded that at the elementary school level, if the number of students resulting from the project were to be at the high end of the range, the project could potentially result in the assigned elementary school exceeding its capacity. However, that would not be known at the time of project approval, and the district does not currently have plans for new and expanded school facilities to serve the project site. At the plan level of analysis, it cannot be determined that the project would require the construction of new school facilities. The project would not impact SDUSD's ability to comply with SB 50, and future project applicants would be required to pay the school facilities fee. Therefore, impacts to school facilities would be less than significant.

Libraries

As previously noted, the City operates a central library located in downtown San Diego and 35 branch libraries in neighborhoods throughout the City. There are currently three branch libraries within the Mid-City Communities, one of which is located within the Eastern Area. Primary library service is provided by the Oak Park Branch Library, located at 2802 54th Street, south of the project site. The other two branches include the: College/Rolando Branch Library located 1.6 miles from the project site at 6600 Montezuma Road and City Heights/Weingart Branch Library, located 2.4 miles from the project site at 3795 Fairmount Avenue. The local branches are part of the City library system, which allows residents to use any branch or the central library. The change in land use from Community Commercial and Industrial to Neighborhood Village and accompanying rezoning would not significantly impact the ability of the existing branch library from meeting the needs of its service area and would not require the construction of a new library. Based upon the adopted community plan (absent the project), the Mid-City PFFP includes the construction of a new 15,000 square foot library on a 1.5-acre site within Chollas Community Park to meet General Plan library size and location policies. Future CEQA review of the new library construction project will occur at the time that the project is implemented. Once operational, the new library would serve the project site. Future project applicants would be required to pay a DIF that would, in part, fund the construction of the new library. Therefore, impacts to library facilities would be less than significant.

**Significance of Impacts**

Fire Protection Services

The project site is primarily served by resources at Fire Station #26, located at 2850 54th Street, approximately 0.6 mile south of the project site. Backup response is provided from Fire Station 17, located at 4206 Chamoune Avenue, approximately 1.5 miles west of the project. Upon full implementation, the project would result in an additional 138 units with an additional 389 residents, and approximately 14,000 square feet of retail commercial over what is currently allowed with the adopted community plan. Although an increase in population and commercial uses would result from the project, it would not require the expansion of the existing or construction of new fire-rescue facilities. Based upon the adopted community plan (absent the project), the current Mid-City PFFP includes a project to expand and reconstruct the existing fire station at the existing site. The PFFP also identifies the construction of two new fire stations to be located in the adjacent City Heights and College Area neighborhoods. The specific project sites have not yet been determined. Future CEQA review of the fire station expansion and construction projects will occur at the time that the projects are implemented. Once operational, it is anticipated that the fire stations would also serve the project site. Further, future

development projects in the project site would be required to meet site design and construction design standards with respect to assuring adequate safety from fire hazards. Future project applicants would also be required to pay a DIF to address capital costs of police services. Therefore, fire protection impacts would be less than significant.

Police Protection Services

The project site is within the boundaries of Beat 822 of the San Diego Police Department's Mid City Division. Upon full implementation, the project would result in an additional 138 units with an additional 389 residents, and approximately 14,000 square feet of retail commercial over what is currently allowed with the adopted community plan. Although an increase in population and commercial uses would result from the project, the new residents and businesses would be located in area already planned for multi-family residential and commercial development, immediately adjacent to existing similar residential neighborhoods, and along two major roadways, University Avenue and 54$^{th}$ Street. As previously discussed, response time deficiencies due to lack of personnel or equipment can be alleviated only through the City Council budget approval process to allocate sufficient resources to fund the operation of police facilities. As noted above, future project applicants would be required to pay a DIF prior to building permit issuance to address the capital costs of police services and to develop a Crime Prevention through Environmental Design (CPTED) review. Therefore, impacts to police services would be less than significant.

Schools

As discussed previously, the project would result in an increase in population and thereby result in an increase in attendance at area schools. Based upon estimates by SDUSD, overall, the project's potential generation could be accommodated by existing school facilities, given current capacity and enrollment levels. SDUSD concluded, however, that at the elementary school level, if the number of students resulting from the project were to be at the high end of the range, the project could potentially result in the assigned elementary school exceeding its capacity. That would not be known at the time of project approval, and the district does not currently have plans for new and expanded school facilities to serve the project site. At the plan level of analysis, it cannot be determined that the project would require the construction of new school facilities. The project would not impact SDUSD's ability to comply with SB 50, and future project applicants would be required to pay the school facilities fee. Therefore, impacts to school facilities would be less than significant.

Libraries

There are currently three branch libraries within the Mid-City Communities, one of which is located within the Eastern Area. Primary library service is provided by the Oak Park Branch Library, located at 2802 54th Street, south of the project site. The other two branches include the: College/Rolando Branch Library located 1.6 miles from the project site at 6600 Montezuma Road and City Heights/Weingart Branch Library, located 2.4 miles from the project site at 3795 Fairmount Avenue. The change in land use from Community Commercial and Industrial to Neighborhood Village and accompanying rezoning would not significantly impact the ability of the existing branch library from meeting the needs of its service area and would not require the construction of a new library. As noted above, based upon the adopted community plan (absent the project), the Mid-City PFFP includes the construction of a new 15,000 square foot library on a 1.5-acre site within Chollas Community Park to meet General Plan library size and location policies. Future CEQA review of the new library construction project will occur at the time that the project is implemented. Once operational, the new library would serve the project site. Future project applicants would be required to pay a DIF that would, in part, fund the construction of the new library. Therefore, impacts to library facilities would be less than significant.

**Mitigation Framework**

Impacts associated with fire, police, schools, and libraries would be less than significant; therefore no mitigation is required.

# 4.11 PUBLIC UTILITIES

This section presents an overview of the utility systems for the project site, including those for gas and electricity, water, wastewater, storm drainage, and solid waste disposal.

Public utilities technical studies prepared for the project include a Water Supply Assessment (WSA) (City of San Diego Public Utilities Department, 2014), and the Chollas Valley Trunk Sewer Modeling Study (City of San Diego 2010b). The technical reports are summarized below along with other applicable information, and the completed technical reports are included as Appendices I and J.

## 4.11.1 Existing Conditions

### Water, Wastewater, Storm Drains, and Solid Waste

Metropolitan Water District (MWD) of Southern California

MWD is a consortium of 26 cities and water districts that provides potable water to nearly 19 million people in parts of Los Angeles, Orange, San Diego, Riverside, San Bernardino, and Ventura Counties. MWD currently delivers an average of 1.7 billion gallons of water per day within a 5,200-square-mile service area (MWD 2010a). MWD imports water from two sources, the Colorado River (via the Colorado River Aqueduct [CRA]) and the State Water Project (SWP). The CRA is owned and operated by MWD, and extends approximately 242 miles from the Colorado River at Lake Havasu to Lake Matthews in Riverside County. From there, a series of canals, siphons, pipelines, and pump stations moves water west to several MWD reservoirs for local distribution (MWD 2010b). The principal structure conveying water south in the SWP, the California Aqueduct, extends approximately 444 miles south from the Sacramento-San Joaquin Delta (along with a series of related dams/reservoirs, pumping plants, canals and siphons (SWP 2014). The California Aqueduct conveys SWP water into northern San Diego County via two aqueducts encompassing five large-diameter pipelines. The San Diego County Water Authority (SDCWA) takes ownership of these facilities just south of the County line, and conveys SWP water farther south for distribution to member agencies.

Through its 2010 Integrated Resources Plan (IRP), MWD identifies a mix of imported and local resources to provide long-term water supplies, including a planning buffer intended to address potential future supply and demand fluctuations. With proper management, identified supplies are anticipated to meet future long-term demands in Southern California, including San Diego County (MWD 2010c).

San Diego County Water Authority (SDCWA)

SDCWA supplies water to the western third of San Diego County, including the proposed project site. As indicated in the SDCWA 2010 Urban Water Management Plan (UWMP), demand for water in SDCWA's service area falls into two categories; Municipal and Industrial (includes residential, commercial, industrial, and institutional purposes), and Agricultural, with municipal and industrial uses making up about 80–85% of water usage.

The 2010 UWMP estimates that, by 2035, total normal water demands are expected to reach 786,685 acre-feet (AF), which is a 20% increase from the average 648,030 AF of demand that occurred over the period from 2005–2010 (SDCWA 2010).

In FY 2007, water demand in the SDCWA service area was 741,893AF. This dropped to 566,443AF by 2010 (SDCWA 2010). This was due to supply allocations, mild weather, and water use restrictions. The 2010 UWMP projects water demands through 2035 using an econometric model to develop long-range demand forecasts. SDCWA's model is known as CWA-MAIN, and it relates historic water demand patterns to variables including household incomes, price of water, and weather. The model also incorporates demographic and economic projections from SANDAG's 2050 Regional Growth Forecast. Based on the CWA-MAIN model, projected normal water demands are forecasted. The total regional baseline demand forecast for 2015 is 654,022AF; for 2020 is 722,040AF; for 2025 is 790,229AF; 2030 for 850,899AF; and for 2035 is 903,213AF.

As part of its Capital Improvement Program, SDCWA implemented the Emergency and Carryover Storage Projects to increase storage capacity, enhance supply reliability, and more efficiently manage water supplies during catastrophic events and periods of drought. SDCWA also implements a demand management (or water conservation) program to reduce imported water consumption and enhance supply reliability through efforts such as public education; residential water use surveys; and financial incentives for low-flow plumbing retrofits (toilets and showerheads), high-efficiency appliances, and low-water use landscaping.

Based on the described conditions and related supply/demand assumptions outlined above and the Chollas Triangle Water Supply Assessment Report, it is anticipated that SDCWA water supplies will be adequate to meet the future long-term demands of its member agencies, including the City (City of San Diego 2014c).

City of San Diego

The City of San Diego is the largest of SDCWA's 24 member agencies, serving 210,726 acres and approximately 1.4 million people (SDCWA 2010b), and water storage, treatment, and delivery are managed by the Public Utilities Department. The City purchases about 85–90% of its water from SDCWA (City of San Diego 2012d). The City water system extends over 400 square miles and delivers over 200 million gallons per day (mgd) of water (City of San Diego 2012d). The City also has recycled water distribution systems extending over 80 miles. In addition, the City sells to four wholesale customers, including the Santa Fe Irrigation District, the San Dieguito Water District, the City of Del Mar, and the California American Water Company. The City's 2012 Long Range Water Resources Plan projects 17% growth in water demand from 2015 to 2035.

Project site Water Infrastructure

The project site contains three public streets (University Avenue on the north, 54th Street to the west, and Chollas Parkway to the south). Existing water mains within the proposed project site follow both 54th Street and University Avenue. Additionally, a water main runs east to west in the southwest corner of the project site, along Lea Street. Four water hydrants exist along 54th Street on the east side, and four hydrants are on the south side of University Avenue, while three hydrants are on the north side of that street. Additionally, there is one hydrant just north of the existing electrical substation.

Wastewater Infrastructure

The City of San Diego wastewater system consists of two components:

- The Metropolitan Sewerage Sub-System treats the wastewater from the City of San Diego and 15 other cities and districts from a 450-square-mile area. An average of 180 mgd of wastewater is treated. Planned improvements will increase wastewater treatment capacity to serve an estimated population of 2.9 million through the year 2050.
- The Municipal Wastewater Collection Sub-System is responsible for the collection and conveyance of wastewater from residences and businesses in the City of San Diego, serving a 330-square-mile area.

The City's wastewater facilities include the Point Loma Wastewater Treatment Plant, the North City Water Reclamation Plant, the South Bay Water Reclamation Plant, and the Metro Biosolids Center. The Point Loma Wastewater Treatment Plant would service the project and treats

approximately 155 mgd of wastewater and has a treatment capacity of 240 mgd.[2] The Metro Biosolids Center is the City of San Diego's regional biosolids treatment facility, linked to the Point Loma Wastewater Treatment Plant via a 17-mile pipeline.[3]

Wastewater service to the project site is provided by the City of San Diego Public Utilities Department. Existing on-site wastewater infrastructure includes the Chollas Valley Trunk Sewer, which runs from east to west along Chollas Parkway. It begins at the boundary of San Diego and La Mesa at the intersection of Chollas Valley and Federal Boulevard and ends at the intersection of University Avenue and 68th Street. The Chollas Valley Trunk Sewer was built in the 1950s and is approximately 7.5 miles long and is composed of 15-inch and 18-inch PVC pipes. Between 1999 and 2005, the Chollas Valley Trunk Sewer was upgraded by constructing a new parallel system, which consisted of 24-inch and 27-inch PVC pipes. Many portions of the original Chollas Valley Trunk Sewer were rehabilitated, which resulted in a decrease in diameter of the pipes (14- inch and 17-inch pipes). The new parallel sewer line was renamed as New Chollas Valley Trunk Sewer TS119. The service area of the Chollas Valley Trunk Sewer is approximately 2,348 acres, of which 79% is residential and 21% is commercial.

In April 2012, the City of San Diego prepared a waste water assessment for Chollas Triangle describing properties of small mains under redevelopment and status quo scenarios, as well as flows and capacity to three points in the project site. In terms of capacity, all sewer lines except for two segments indicate an adequate level of capacity. Segment 164-18 has a peak dry weather flow at 51% of capacity with redevelopment, or 42% of capacity without redevelopment. The segment 18-17 has a peak dry weather flow at 87% of capacity with redevelopment, or 74% of capacity without redevelopment.

Storm Water Drainage

Storm water runoff is conveyed to receiving waters via streets, gutters, cross gutters, and storm drain systems. The site is located in the San Diego River Watershed, an area of 440 square miles that drains to the San Diego River and discharges into the Pacific Ocean at the community of Ocean Beach.[4]

Surface drainage mainly consists of relatively small local creeks and pipe conveyances, many of which are concrete-lined and drain directly into San Diego Bay. The main surface water body in

[2] City of San Diego Public Utilities Department. 2012 Annual Report and Summary Point Loma Wastewater Treatment Plant & Ocean Outfall (2012). http://www.sandiego.gov/mwwd/pdf/2012/reports/plintro.pdf.
[3] http://www.sandiego.gov/mwwd/facilities/metrobiosolids.shtml.
[4] URS Corporation, City of San Diego Watershed Asset Management Plan (2013). https://www.sandiego.gov/stormwater/pdf/wampappendixb.pdf.

the project site is Chollas Creek that is located on the southeast side of the proposed project site. Chollas Creek is a 30-mile-long stream that begins in areas of Lemon Grove and La Mesa. The river generally flows from the northeast to the southwest through urban areas and ultimately drains to San Diego Bay.

The project site is currently fully developed and nearly 100% impervious surfaces. Land uses include a mixture of residential, commercial business, and light and heavy industrial uses. Typical pollutants that can be expected from these land uses (human or wildlife) include sediment, nutrients, metals, organic compounds, trash and debris, oxygen-demanding substances, oil and grease, fertilizers, pesticides, bacteria, and viruses. Therefore, greater increases in impervious surface can potentially result in a corresponding increase of these pollutants in storm water runoff and their introduction to surface waters. Because storm water runoff originating within the project site is conveyed to surface waters in streets, gutters, and storm drain systems, most storm water runoff pollutants would be expected to be conveyed to the receiving waters of Chollas Creek.

Existing and proposed drainage facilities associated with the project are further discussed in Section 4.6, *Hydrology and Water Quality.*

Solid Waste Disposal

Solid waste disposal in the project site is provided by the City of San Diego Environmental Services and private collectors. Waste disposal service provided by the City is typically to single-family residences on dedicated public streets with access for storage and collection and compliance with applicable regulations in the San Diego Municipal Code. Other customers must obtain service from private companies franchised to operate within the City.

Solid waste management involves collection, disposal, and diversion from disposal, the City is required to demonstrate adequate capacity for long-term solid waste disposal, pursuant to applicable requirements under the California Integrated Waste Management Act for 15 years. (Assembly Bill 939, as described in 4.12.2). Specifically, the assessment is based on landfill capacity and related data provided in the Countywide Siting Element, which is prepared by the San Diego County Department of Public Works. Based on data from the most current Siting Element Review Report and other applicable sources, the following summary information is provided regarding existing landfill locations and capacities. West Miramar Landfill is the nearest active solid waste facility to the project site and is located approximately 10 miles from the area. The Miramar Landfill is permitted to receive 8,000 tons per day, and on average it receives less than 1,000,000 tons per year. As of November 30, 2013, the West Miramar Landfill

had a remaining capacity of 14.8 million cubic yards (cy), with a maximum permitted capacity of 87.8 million cy and a projected closing date of August 31, 2022 (CalRecycle 2014).[5]

Additional active solid waste landfills within the San Diego County include Borrego, Otay, Sycamore Sanitary, San Onofre, and Las Pulgas. Of these, the two closest facilities are Sycamore Sanitary Landfill (Sycamore Landfill) and Otay Landfill (CalRecycle 2014).[6] Sycamore Sanitary Landfill is located approximately 11 miles from the site, with a remaining capacity of approximately 42.2 million cy as of February 28, 2011. The Sycamore Landfill is permitted to receive a maximum of 3,800 tons per day and has a maximum permitted capacity of 71.2 million cy with a projected closing date of October 1, 2031 (CalRecycle 2014).[7] In order to meet the region's long-term (year 2050) solid waste needs, the Sycamore Landfill expansion has been proposed. The Sycamore Landfill Master Plan proposes to increase the landfill capacity to 157 million cubic yards, which would allow an increase from 3,965 tons per day to approximately 11,450 tons per day. With the proposed expansion, the landfill would be operational until approximately 2050. This increase in landfill capacity is not currently approved or permitted, and therefore cannot be guaranteed to be completed at this time.

Otay Landfill is located approximately 14 miles from the site, with a remaining capacity of approximately 24.5 million cy as of March 31, 2012, is permitted to receive a maximum of 5,830 tons per day and a maximum permitted capacity of 61.1 million cy (CalRecycle 2014). The projected closing date is February 28, 2028.[8]

In an effort to address landfill capacity and solid waste concerns, the California Legislature passed the Integrated Waste Management Act in 1989 (AB 939), which mandated that all cities reduce waste disposed in landfills from generators within their borders by 50 percent by the year 2000. In response, the City Environmental Services Department (ESD) developed the Source Reduction and Recycling program that outlines waste management policies and programs to meet the City's long-term disposal needs and achieve the mandated waste reduction. Since 2004, the City has diverted more than 50 percent of its generated waste stream from disposal. The City adopted the Recycling Ordinance in November 2007, and phased implementation of the ordinance over the next two years.

[5] CalRecycle, Facility/Site Summary Details: West Miramar Sanitary Landfill (37-AA-0020) (2014). http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0020/Detail/.

[6] CalRecycle, Solid Waste Information System (SWIS) Facility/Site Listing (2014). http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList/List?COUNTY=San+Diego&FAC=Disposal&OPSTATUS=Active.

[7] CalRecycle, Facility/Site Summary Details: Sycamore Sanitary Landfill (37-AA-0023) (2014). http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0023/Detail/.

[8] CalRecycle, Facility/Site Summary Details: Otay Landfill (37-AA-0010) (2014). http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0010/Detail/.

The State enacted AB 341 in 2011, which established a policy goal for California that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by 2020. A report was prepared and issued in May 2012, detailing strategies to achieve this goal primarily through recycling. In July 2012, the City updated the Recycling Ordinance to lower the exemption threshold for required recycling, thereby requiring all privately serviced businesses, commercial/institutional facilities, apartments, and condominiums generating four or more cubic yards of trash per week to recycle.

Relative to development activities, pursuant to the City's Significance Determination Thresholds, any land development project that may generate approximately 60 tons of waste or more during construction and/or operation is required to prepare a project specific Waste Management Plan to address disposal of waste generated during short-term project construction and long-term post-construction operation. The WMP is required to identify how the project would reduce waste and achieve target reduction goals and must include: projected waste generation calculations and identification of the types of waste materials generated; description of how materials would be reused onsite; identification of source separation techniques for recycling; and identification of recycling and reuse facilities where waste would be taken if not reused on-site. The WMP reduces solid waste impacts to below a level of significance. In tandem with the WMP, all new development projects must comply with the City's Construction and Demolition Ordinance and Section 142.08 of the LDC, which outlines the requirements for refuse and recyclable materials storage.

**Gas and Electricity**

SDG&E is the owner and operator of electricity transmission, distribution, and natural gas distribution infrastructure in San Diego County, and currently provides gas and electric services to the site. SDG&E is regulated by the California Public Utilities Commission (CPUC), which sets gas and electricity rates for SDG&E.

San Diego's major operating power plant is the Encina Power Plant, a natural gas and oil-fueled electricity-generating plant in Carlsbad. On Tuesday, January 14, 2014, Carlsbad city councilmembers voted to build a new power plant that would replace the Encina Power Station. NRG Energy, which owns the plant, states the new plant could be online by November 2017.[9] The new station will be a 558-megawatt (MW) gross combined-cycle generating facility.[10] San

[9] Nguyen, Candice and Stickney, R. Carlsbad Approves Construction of New Power Plant (Jan 15, 2014). http://www.nbcsandiego.com/news/local/New-Power-Plant-Carlsbad-Encina-SDGE-NRG-electricity-240277921.html.

[10] California Energy Commission. Carlsbad Energy Center Power Project (2014). http://www.energy.ca.gov/sitingcases/carlsbad/index.html.

Diego County's second-largest energy center is the Otay Mesa Energy Center, a combined-cycle plant owned by Calpine with a net interest baseload of 513 MW.[11]

There are also a number of smaller generating plants in San Diego County used as backup during times of peak power demand. SDG&E owns and operates the Streamview Substation, which serves City Heights and San Diego State University. The station's total generation capacity is 42.1 MW. The station is located on approximately 0.78 acre south of Lea Street and east of 54th Street within the proposed project site; 69-kilovolt electric lines run from the substation. The substation will eventually be expanded to meet the increasing electrical demands of the vicinity. As of January 24, 2014, SDG&E was in the process of determining whether the area designated for industrial use in the project site was sufficient to accommodate the future expansion or rebuild of the Streamview substation.[12]

## 4.11.2 Regulatory Framework

### State Regulations

*Assembly Bill 939*

In 1989, California Assembly Bill (AB) 939, known as the Integrated Waste Management Act, was passed to address the increasing trend in waste stream generation and the corresponding decrease in landfill capacity. AB 939 mandates reductions of waste disposal, with jurisdictions required to meet diversion goals of 25% by 1995 and 50% by 2000. "Diversion" means diversion from disposal in landfills. "Diversion" includes source reduction, or not generating waste in the first place, recycling, composting, and, to a limited degree, transformation. Pursuant to AB 939, the amount of waste "generated" is the sum of the amount disposed plus the amount diverted. AB 939 established a California Integrated Waste Management Board (CIWMB) to oversee the disposal reporting system and facilities. The CIWMB has been replaced by a department entitled CalRecycle. In 2011, AB 341 increased the waste diversion goal to 75 percent.

*California Senate Bill 610*

Sections 10910 through 10915 of the California Water Code were amended by the enactment of Senate Bill (SB) 610 in 2002. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by a project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single dry

[11] Calpine. Power Plants (n.d.) http://www.calpine.com/power/plants.asp#247.
[12] Collins, Debbie. SDG&E Comments on the Notice of Preparation for the PEIR – Chollas Triangle CPA & Rezone. (January 27, 2014). Sent via email.

year, and multiple dry year conditions. Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912 [a]) subject to CEQA. For the purposes of SB 610, "project" means any of the following:

1. A proposed residential development of more than 500 dwelling units.
2. A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
3. A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.
4. A proposed hotel or motel, or both, having more than 500 rooms.
5. A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square of floor area.
6. A mixed-use project that includes one or more of the projects specified in this subdivision.
7. A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

The project, with a potential mix of industrial, residential, commercial, and open space uses could potentially meet the criteria as a "project" under SB 610 for categories 1, 2, 6, and 7. Based on this conclusion, City of San Diego Public Utilities Department, 2014 has prepared a WSA for the project in conformance with SB 610 requirements.

*California Senate Bill 221*

Under SB 221, approval of certain residential subdivisions requires an affirmative written verification of sufficient water supply, in the form of a Water Supply Verification Report (WSVR). SB 221 prohibits approval of a residential subdivision of more than 500 units unless there is written verification that a sufficient water supply is, or will be, available for the development. The term "sufficient water supply" is defined in SB 221 as the total water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that will meet the projected demand associated with the proposed subdivision. Because the project is considered an amendment and a rezone, and development does not include a residential subdivision of more than 500 units, it is not subject to the requirements of SB 221 and an associated WSVR is not required. However, a formal WSA has been provided.

*California Urban Water Management Planning Act*

UWMPs are prepared by California's urban water suppliers to support resource planning and ensure adequate water supplies are available to meet existing and future water demands. Every urban water supplier that either provides over 3,000 AF of water annually or serves more than 3,000 or more connections is required to assess the reliability of its water sources over a 20-year planning horizon considering normal, single-dry, and multiple-dry years. This assessment is to be included in its UWMPs, which are to be prepared every 5 years and submitted to the Department of Water Resources (DWR). DWR then reviews submitted plans to ensure they have completed the requirements identified in the Urban Water Management Planning Act (Division 6 Part 2.6 of the Water Code §10610–10656).

**Local Regulations**

*City of San Diego Ordinance 0-17327 ("Mandatory Reuse Ordinance")*

This ordinance, adopted by the City Council in 1989, requires that "recycled water shall be used within the City where feasible and consistent with the legal requirements; preservation of public health, safety, and welfare; and the environment." Compliance with this ordinance for new development is made a condition of tentative maps, land use permits, etc., based on the project's location within an existing or proposed recycled water service area.

*City of San Diego Municipal Code*

In compliance with AB 939 and AB 341, the City has set a goal of exceeding a diversion rate of 75% of its waste from landfill disposal. The City has adopted programs and policies requiring individual developments to incorporate recycling and waste reduction measures, and waste reduction and recycling programs have been implemented to assist the City in reducing waste in compliance with state law.

The following sections of the Municipal Code target waste reduction:

- Chapter 6, Article 6, Division 6. This section (and related ordinances) requires project applicants to submit a Waste Management Form with the building permit or demolition/removal permit, to provide a general estimate of total project waste generation, including how much will be recycled. The code requires a minimum diversion rate of 50% for building permits or demolition/removal permits issued within 180 calendar days of the effective date of the ordinance. A minimum diversion rate of 75% is required for building permits or demolition/removal permits issued more than 180

calendar days after the effective date of the ordinance, provided that a certified recycling facility that accepts mixed construction and demolition debris operates within 25 miles of the City Administrative Building.[13]

- Chapter 6, Article 6, Division 7 (Recycling Ordinance). This section requires all single-family, multi-family, and commercial uses to participate in a recycling program by separating recyclable materials from other solid waste and depositing the recyclable materials in approved recycling containers.
- Chapter 14, Article 2, Division 8 (Refuse and Recyclable Material Storage Regulations). This section is intended to encourage solid waste recycling through requirements to provide permanent, adequate, and convenient space for the storage and collection of refuse and recyclable material. Specific requirements for new nonresidential development include the provision at least one exterior refuse and recyclable material storage area per building, with related storage area capacity based on the gross floor area of associated buildings.

*City of San Diego Storm Water Standards*

The City's storm water conveyance system, which collects runoff from City streets, rooftops, driveways, parking lots, and other impervious areas, flows directly to local creeks, bays, and beaches. Since the City's storm water conveyance system is separate from the sanitary sewer system, the majority of urban runoff from the City is discharged without any form of treatment. The Municipal Storm Water NPDES Permit – or Municipal Permit - was issued by the San Diego RWQCB on January 24, 2007, to the City, the County of San Diego, the Port of San Diego, and 18 other regional copermittees. Per the Permit order, the San Diego copermittees are required to develop and implement storm water pollution regulations for private and public development projects. These regulations include requirements for LID design approaches and development of an HMP to mitigate development-related erosion of receiving creeks and rivers. To comply with the Permit, development projects are required to include storm water BMPs during both the construction and post-construction (permanent) phase of the project. These BMPs shall be designed to reduce pollutants discharged from the project site to the maximum extent practicable.

[13] http://docs.sandiego.gov/municode/MuniCodeChapter06/Ch06Art06Division06.pdf.

### 4.11.3 Impact Analysis

**Issue 1: Would the project result in the need for new systems or require substantial alterations to existing utilities, including those necessary for water, sewer, storm drains, gas and electricity, and solid waste disposal? If so, what physical impacts would result from the construction of these facilities?**

**Impacts Thresholds**

Per the City's Significance Determination Thresholds, impacts to utilities may be significant if the project would:

- Result in the use of excessive amounts of fuel or energy (e.g., natural gas)
- Result in the use of excessive amounts of power
- Use excessive amounts of water
- Use predominantly non-drought-resistant landscaping

In addition, the City's Significance Determination Thresholds identify the following guidance that should be considered in determining whether the removal, construction, or relocation of a utility could have significant environmental effects. Specifically, these criteria require the assessment of whether the project would:

- Be compatible with existing and adjacent land uses (see Section 4.7, *Land Use*).
- Change drainage or affect water quality/runoff (see Section 4.6, *Hydrology and Water Quality*).
- Affect air quality (see Section 4.1, *Air Quality*).
- Affect biological resources including habitat (see Section 4.2, *Biological Resources*).
- Have a negative aesthetic effect (see Section 4.14, *Visual Quality/Neighborhood Character*).
- Impact historical resources (see Section 4.4, *Historical Resources)*
- Increase noise levels to existing receptors (see Section 4.8, *Noise*).

It should also be noted that the potential energy impacts resulting from implementation of the project are discussed separately in Section 4.3, *Greenhouse Gas Emissions and Energy*.

## Impact Analysis

Water, Wastewater, Storm Drains, and Solid Waste

As previously described, the project is within the City of San Diego service area for water service. Regional potable water supplies are provided by SDCWA and the City. The project WSA evaluates (City of San Diego, 2014) water supplies that are or will be available during normal, single-dry year, and multiple-dry water years during a 20-year projection to meet the projected demands of the project, in addition to existing and planned future water demands.

The project site is currently designated for commercial mixed-use, industrial, and open spaces uses, with an associated planned water demand of approximately 98,728 gallons per day (gpd) or 110.58 acre feet per year (AFY) based on the City's 2010 UWMP as identified in the WSA. The project includes land use changes to the Mid-City Communities Plan Amendment, a General Plan Amendment, and a rezone to the Chollas Triangle Site. These changes would require approximately 111,816 gpd or 125.23 acre feet per year (AFY) an increase of an estimated 13,088 gpd or 14.7 AFY in planned water supply demand.

The WSA prepared for the project indicates the remaining portion of the estimated 13,088 gpd (or 14.7 AFY) is accounted for through the Accelerated Forecasted Growth demand increment of the Water Authority's 2010 UWMP. As documented in the Water Authority's 2010 UWMP, the Water Authority is planning to meet future and existing demands which include the demand increment associated with the accelerated forecasted growth. The Water Authority is assisting its member agencies in tracking the certified Environmental Impact Reports (EIRs) provided by the agencies that include water supply assessments that utilize the accelerated forecasted growth demand increment, to demonstrate adequate supplies for the development. In addition, the next update of the demand forecast for the Water Authority's 2015 UWMP will be based on SANDAG's most recently updated forecast (City of San Diego, 2014).

Pursuant to the WSA conditions and assumptions outlined above including the SANDAG Accelerated Forecasted Growth, the project would be consistent with current water demand projections, and SDCWA/MWD supply/demand projections. Accordingly, no associated significant impacts related to water supplies and demand would result from project implementation.

According to the SANDAG Series 12 Regional Growth Forecast for 2035, the City's existing and planned water supplies are sufficient to accommodate development of the proposed project site up to the intensities in that forecast in normal, single-dry year, and multiple-dry water year forecasts. The planned water supplies are included in the City's 2010 UWMP, and include

imported water purchases from SDCWA as well as local runoff and the incorporation of conservation measures.

Future projects would be required to include the following measures to further reduce water demand pursuant to the California Code Green Building Standards (California Code of Regulations [CCR] Title 24, Part 11, Chapter 5; available at http://www.documents.dgs.ca.gov/bsc/CALGreen/2010_CA_Green_Bldg.pdf), and the California Plumbing Code (CCR Title 24, Part 5, Chapter 4, available at http://www.iapmo.org/Pages/2010CaliforniaPlumbingCode.aspx).

- Use of ultra low-flow toilets;
- Implementation of a water conservation plan, including measures such as use of native and/or drought-tolerant landscaping, irrigation management (e.g., use of pressure/moisture sensors and shut-off valves), public/tenant water conservation education, and restrictions on practices such as wet washing of equipment and paved areas; and
- Use of recycled water for purposes such as landscape irrigation and industrial applications to the maximum extent feasible.

Upon finalization of future project site plans in the proposed project site, the City would conduct more detailed capacity and pressure studies during development project review to confirm any required improvements to the existing water supply infrastructure system serving the site.

*Wastewater*

With a dry-weather capacity of 240 mgd and a 5-year average flow of 155 mgd, the Point Loma Wastewater Treatment Plant has an excess capacity of 85 million gallons.[14] The project average dry-weather flow is anticipated to be 118,000 gallons per day. Adherence to standard requirements identified by the City associated with the design and installation of new sewage infrastructure and connections to existing sewer infrastructure would ensure that no significant impacts would result from the project. Therefore, impacts related to this issue would be less than significant and no mitigation measures would be required.

Additionally, for projects potentially affecting water and/or sewer lines, the California Department of Health Services Drinking Water Field Operations Branch requires notification if the separation between potable water and sewer or recycled water at any point is less than 10 feet horizontal or 1 foot vertical. A minimum 6-inch vertical separation is required to be maintained

[14] City of San Diego Public Utilities Department. 2012 Annual Report and Summary Point Loma Wastewater Treatment Plant & Ocean Outfall (2012). http://www.sandiego.gov/mwwd/pdf/2012/reports/plintro.pdf.

between utilities. Potentially significant impacts could result if these separation distances are not maintained. The project would not impact the minimum distances maintained between the utilities.

According to the hydraulic analysis in the Chollas Valley Trunk Sewer Modeling Study (Appendix J), the 7.5-mile-long, 15-inch and 18-inch PVC pipe of the trunk sewer has adequate capacity for dry-weather and wet-weather flow through the year 2035. The Community Plan Amendment was incorporated into the hydraulic analysis and modeling. Based on the analysis in the WSA and the Chollas Valley Trunk Sewer Modeling Study, no impacts to wastewater services would be anticipated.

*Solid Waste*

As stated above, West Miramar Landfill is the nearest active solid waste facility to the project site, and is located approximately 10 miles from project site. As of November 30, 2013, the West Miramar Landfill had a remaining capacity of 14.8 million cy, with a maximum permitted capacity of 87.8 million cy and a projected closing date of August 31, 2022 (CalRecycle 2014).[15] Additional active solid waste landfills within the County of San Diego include Borrego, Otay, Sycamore Sanitary, San Onofre, and Las Pulgas. Of these, the two closest facilities are Sycamore Sanitary Landfill and Otay Landfill (CalRecycle 2014).[16] Sycamore Landfill is located approximately 11 miles from the site, with a remaining capacity of approximately 42.2 million cy as of February 28, 2011, and a maximum permitted capacity of 71.2 million cy (CalRecycle 2014).[17] Otay Landfill is located approximately 14 miles from the site, with a remaining capacity of approximately 24.5 million cy as of March 31, 2012, and a maximum permitted capacity of 61.2 million cy (CalRecycle 2014).[18]

A Waste Management Plans (WMP) would be prepared for future development projects to address solid waste reduction requirements. Futreproject WMPs would evaluate waste reduction efforts associated with the pre-construction, demolition/construction, and operation of the proposed development. Implementation of strategies and measures in the WMPs would ensure a less than significant impact to solid waste facilities as a result of project implementation. Project-

[15] CalRecycle, Facility/Site Summary Details: West Miramar Sanitary Landfill (37-AA-0020) (2014). http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0020/Detail/.

[16] CalRecycle, Solid Waste Information System (SWIS) Facility/Site Listing (2014). http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList/List?COUNTY=San+Diego&FAC=Disposal&OPSTATUS=Active.

[17] CalRecycle, Facility/Site Summary Details: Sycamore Sanitary Landfill (37-AA-0023) (2014). http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0023/Detail/.

[18] CalRecycle, Facility/Site Summary Details: Otay Landfill (37-AA-0010) (2014). http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0010/Detail/.

related impacts on landfill disposal capacity associated with the project's solid waste generation/disposal, therefore, would be reduced to below a level of significance.

*Storm Water*

While project implementation would result in some minor modifications to existing drainage facilities such as pipelines and inlets, overall drainage patterns within and from the site would remain essentially unchanged. The project would utilize existing drainages; any modifications to the system would conform to all applicable City standards. Project impacts related to storm water drainages would be less than significant.

Gas and Electricity

Per the City of San Diego Significance Determination Thresholds, and as noted above, electrical power and natural gas service is commonly provided by SDG&E throughout the San Diego metropolitan area. Power and gas requirements for development projects are handled on a case-by-case basis, and SDG&E consults with developers to incorporate energy-saving devices into project design, where feasible. Forecasting future electric power and natural gas consumption demand is performed on a continual basis by SDG&E. In situations where projects with large power loads are planned, these new large power loads are considered together with other existing or anticipated future loads in the project vicinity, and electrical substations are upgraded or new substations are built if the capacities of existing substations are exceeded. Direct impacts to electrical and natural gas facilities are addressed and mitigated by SDG&E at the time incoming development projects occur and are not typically evaluated by City staff, per the City's Significance Thresholds.

The Streamview Substation, as noted above, is located in the southwest corner of the proposed project site. As of January 24, 2014, SDG&E was in the process of determining whether the area designated for industrial use in the project site was sufficient to accommodate the future expansion or rebuild of the Streamview Substation.[19]

**Significance of Impacts**

Future expansion projects will be subject to project-specific CEQA review. Implementation of the project would not result in the need for new systems or require substantial alterations to

[19] Collins, Debbie. SDG&E Comments on the Notice of Preparation for the PEIR – Chollas Triangle CPA & Rezone. (January 27, 2014). Sent via email.

existing utilities, including those necessary for gas, electricity, water, sewer, and solid waste disposal. Current levels of service would be maintained. No impacts would occur.

### 4.11.4 Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

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# 4.12 PARKS AND RECREATION

There is currently a total of 295.70 acres of parkland within the Eastern Area of the Mid-City Communities Plan area. This acreage is composed of neighborhood, community, and resource-based parks, as well as open space lands, which provide recreation opportunities. Of this total, 5.30 acres are open space and 26.72 useable acres are developed as population-based parks.

Parks are categorized as resource-based and population-based. Resource-based parks are located at the site of distinctive scenic, natural, or cultural features and are intended for citywide use. Population-based parks are usually located in proximity to residential development or school facilities and are categorized as neighborhood parks and community parks depending on their size and the area they serve.

## 4.12.1 Existing Conditions

Population-based Parks and Facilities

The City's Park and Recreation Department maintains more than 40,000 acres of developed and undeveloped open space and park land categorized as population-based parks, resource-based parks, and open space. The physical facilities, plus classes, programs, and activities at these facilities, constitute San Diego's municipal recreation system.

The General Plan park standard is to provide a minimum of 2.8 usable acres of population-based parks per 1,000 residents, or a combination of usable acreage and park equivalencies. It is noted that, through the execution of joint use agreements with school districts, school fields can obtain credit as population-based parks as an equivalency.

Usable acres means a graded pad not exceeding 2% rough grade, or gently sloping land not exceeding 10% grade, as required to provide for structured, public recreational programs of an active nature common to local parks in the City (such as ball games or court games) or unstructured public recreational activities, such as children's play areas, appreciation of open spaces, or a combination thereof, unconstrained by environmental restrictions that would prevent its use as a park and recreational facility, free of structures, roads, or utilities, and unencumbered by easements of any kind. The allowable amount of usable exceeding 2% grade at any given park site is determined on a case-by-case basis by the City.

Table 4.12-1 provides the population-based park standards from the General Plan.

**Table 4.12-1**
**Population-Based Park Standards**

| Park Type | Guidelines | Typical Components |
|---|---|---|
| Major Park | • 20 acres minimum; approximately 30 acres typical<br>• Serves single or multiple community plan area(s) population(s)<br>• Parking provided | • Specialized facilities that serve larger populations<br>• Passive and active recreation facilities<br>• Facilities found in Community Parks<br>• Could include facilities found in Special Activity Parks<br>• Community cultural facilities<br>• Also called "Great Parks" or "Grand Parks" |
| Community Park | • 13-acre minimum (consistent with program and facilities on-site)<br>• Serves population of 25,000<br>• Typically serves one community plan area but depending on location, may serve multiple community planning areas<br>• Parking provided | • Passive and active recreation facilities<br>• Facilities found in Neighborhood Parks<br>• Could include facilities found in Special Activity Parks<br>• Community cultural facilities<br>• Recreation centers<br>• Aquatic complexes<br>• Multi-purpose sports fields |
| Neighborhood Park | • 3 acres – 13 acres<br>• Serves population of 5,000 within approximately 1 mile<br>• Accessible primarily by bicycling and walking<br>• Minimal parking as necessary, only if 5 acres or more | • Picnic areas, children's play areas, multi-purpose courts, multi-purpose turf areas, comfort stations, walkways and landscaping<br>• Also called "Greens" in urban settings |
| Mini Park | • 1 acre – 3 acres<br>• Serves population within ½ mile<br>• Accessible by bicycling and walking<br>• No on-site parking, except for disabled access<br>• May require funding source for extraordinary maintenance | • Picnic areas, children's play areas, small multi-purpose courts, multi-purpose turf areas, walkways and landscaping<br>• Also called "Squares" in urban settings |
| Pocket Park or Plaza | • Less than 1 acre<br>• Serves population within ¼ mile<br>• Accessible by bicycling and walking<br>• No on-site parking, except for disabled access<br>• May require funding source for extraordinary maintenance | • Primarily hardscape<br>• Picnic areas, children's play areas, walkways and landscaping<br>• Multi-purpose courts<br>• Multi-purpose turf areas |

Source: City of San Diego 2008b.

## Neighborhood Parks and Facilities

There are three existing neighborhood parks within the Eastern Area: Clay, Oak Park, and Rolando Mini-Park. Clay is a 2.6-acre park located on Seminole Drive. Oak Park is a 3.5-acre park located on Maple Drive. Rolando Mini-Park is less than an acre and located at Serrano Place, Rolando Boulevard and Shannon venue. These neighborhood parks provide children's play areas, picnic facilities, and passive lawn areas.

Three joint use facilities, Clay Elementary School (3.7 acres), Mann Middle School (4.1 acres), and Crawford High School (3 acres) provide for recreational use of school fields after school hours and on the weekends.

The Public Facilities Financing Plan (PFFP) Update identifies the design and construction of Zena Mini-park (.06 acre) in the vicinity of Zena Street between Meridian Avenue and Billman Street, a comfort station at Oak Park Neighborhood Park, improvements at Mann Middle School Joint Use area, acquisition of 61 acres for neighborhood parks throughout the Eastern Area, and 11.35 acres of joint use fields at four elementary schools (Carver, Oak Park, Rolando, and Webster) to help address the community's population-based park deficit.

Community Parks and Recreation Centers

North Chollas Community Park is approximately 260.03 acres and straddles College Grove Drive. Of the 260.03 acres, 91.57 acres are located north of College Grove Drive; 6.5 acres of the potential 34.44 acres of developed park provide for sports fields, parking area, access road, children's playground, and comfort station with a concession area. Of the 168.46 acres located south of College Grove Drive, 6.28 acres provide for sports fields currently leased to a Little League.

Colina del Sol Community Park, although within the City Heights Area of the Mid-City Communities, is in proximity to the Eastern Area and provides residents with additional community park facilities. This 34.12-acre park has a recreation center with parking, aquatic complex, sports fields, tennis courts, basketball courts, children's playground, picnicking, turf areas for passive recreation, and a leased golf course area for the Pro-Kids Golf Academy.

The PFFP Update identifies the remaining 27.94 acres on the northern portion of North Chollas Community Park to provide for population-based park improvements including a recreation center, additional sports and multi-use fields, children's playground, picnic areas, and parking, as well as basketball courts, a dog off-leash area, and creek enhancement. The PFFP Update also proposes an approximate 7,500-square-foot addition to the Colina del Sol Recreation Center.

Resource-based Parks

The 60-acre Chollas Lake Regional Park currently provides a unique lake environment within the City for fishing, picnicking, walking and nature trails, and children's play grounds. This park is adjacent to the above-mentioned North Chollas Community Park. Future projects include the renovation of the children's playgrounds.

Open Space Lands

The heavily urbanized Eastern Area has approximately 5.3 acres designated as open space. Three (3) of these acres are adjacent to the project site and are associated with Chollas Creek.

### 4.12.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, a significant recreation impact would occur if the project would:

**Issue 1: Promote growth patterns resulting in the need for and/or provision of new or physically altered public recreational facilities, the construction of which could cause significant environmental impacts in order to maintain service ratios or other performance objectives.**

**Impact Thresholds and Analysis**

Parks and Recreation

As discussed under existing conditions, there are currently 295.70 acres combined of population-based park (26.72 useable acres) and open space (5.30 acres), within the Eastern Area of the Mid-City Communities Plan area. The demand for park and recreation opportunities will continue to grow as the population within the Eastern Area increases. Population-based park requirements for the community are calculated based on community plan densities and General Plan standards. The General Plan park standard is to provide a minimum of 2.8 usable acres of population-based parks per 1,000 residents (see the General Plan, Table RE-2, "Park Guidelines"). The General Plan also establishes population-based minimum guidelines for recreation centers (1 per 25,000 residents) and aquatic complexes (1 per 50,000 residents). In addition, the General Plan allows for the use of park equivalencies to help meet population-based requirements by providing upgrades, amenities, and recreation facilities for an intensification of use, where development of usable areas for active recreational purposes is limited.

The project would result in an increase in population within the Eastern Area of the Mid-City Communities of 1,303 individuals as shown in Table 8-3. Based on General Plan Park Standards, the projected population increase would generate the need for approximately 3.65 usable acres of population-based park. As the project would allow for an addition of residents to the area, it is anticipated that a park deficiency may occur. However, the project includes the designation of approximately 4.99 usable acres as population-based parkland (Neighborhood Park) and approximately 5.50 acres as open space land. The project, therefore, would result in the decrease

of the community's overall population-based park deficit by 1.34 acres and would increase open space acreage; this would meet the goals of the Chollas Creek Enhancement Program and MSCP Subarea Plan. Additionally, individual development projects that result from the community plan amendment and rezone would be required to pay a development impact fee in accordance with the Mid-City Facility Financing Plan to ensure that that there is sufficient park and recreation facilities to serve the expanding population. Physical impacts of the project, including the designation and future implementation of additional park and open space acreage, have been evaluated throughout this EIR. Potential direct impacts to Biological Resources and indirect impacts to Land Use – MHPA may result from implementation of the Chollas Creek restoration and park development components of the project. Future project specific analysis will be required to more accurately identify and disclose actual project impacts at the time of implementation.

**Significance of Impacts**

The project would result in an increase in population within the Eastern Area of the Mid-City Communities by approximately 1,303 individuals. Based on General Plan Park Standards, the projected population increase would generate the need for approximately 3.65 usable acres of population-based park. As the project would allow for an addition of residents to the area, it is anticipated that a park deficiency may occur. However, the project includes the designation of approximately 4.99 usable acres as population-based parkland (Neighborhood Park) and approximately 5.50 acres as open space land. The project, therefore, would result in the decrease of the community's overall population-based park deficit by 1.34 acres and would increase open space acreage; this would meet the goals of the Chollas Creek Enhancement Program and MSCP Subarea Plan. Additionally, the payment of development impact fees in accordance with the Mid-City Facility Financing Plan would ensure that that there is sufficient park and recreation facilities to serve the expanding population. A mitigation framework, identified in the Biological Resources section of this EIR, to address potential impacts to biological resources with future restoration of Chollas Creek, and indirect land use adjacency impacts associated with parkland development adjacent to the creek will be required with project implementation.

**Mitigation, Monitoring, and Reporting**

Implementation of the mitigation framework of Biological Resources contained in Section 4.2 will reduce the potential direct and indirect impacts associated with future project development to less than significant.

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# 4.13 TRANSPORTATION/CIRCULATION AND PARKING

The following section evaluates potential traffic impacts associated with the project in the existing and long-term conditions. The information provided in this section is based on the *Transportation Impact Study for the Chollas Triangle Master Plan for the City of San Diego* (TIS) by Fehr & Peers, April 2014. The report is included as Appendix K of the EIR.

## 4.13.1 Existing Conditions

The TIS evaluates roadway segments and intersections, pedestrian and bicycle facilities, transit services, and parking in the project site that would potentially be impacted by implementation of the project (Figure 4.13-1). The existing principal roadways, pedestrian and bicycle facilities, and transit services in the project study area are described below.

North/South Roadway Facilities

54th Street spans between Montezuma Road to the north and Euclid Avenue to the south. Within the project study area 54$^{th}$ Street is a four-lane roadway divided by a raised median and has a posted speed limit of 35 mph. 54$^{th}$ Street is currently classified as a Class III Bike Route north of University Avenue, and on-street parking is allowed on both sides of the street along a limited number of segments. 54$^{th}$ Street is classified as a Four-Lane Major Street in the Mid-City Community Plan.

Euclid Avenue spans between Madison Avenue to the north and Home Avenue to the south. Within the project study area Euclid Avenue is a two-lane roadway divided by double yellow line and has a posted speed limit of 35 mph. Euclid Avenue currently has Class II Bike Lanes north of Monroe Avenue and allows on-street parking on both sides of the street north of Thorn Street. Euclid Avenue is classified as a Three-Lane Collector Street in the Mid-City Community Plan; however, exclusive left turn lanes are only provided at select major intersections such as at University Avenue or El Cajon Boulevard.

College Avenue spans between Navajo Road to the north and Federal Boulevard to the south. Within the project study area College Avenue is a four-lane roadway divided by double yellow line north of University Avenue and has a raised median south of University Avenue. College Avenue currently has a posted speed limit of 35 mph north of University Avenue and 40 mph south of University Avenue. There are no existing bicycle facilities designated on College Avenue. On-street parking is allowed on both sides of the street north of University Avenue. In

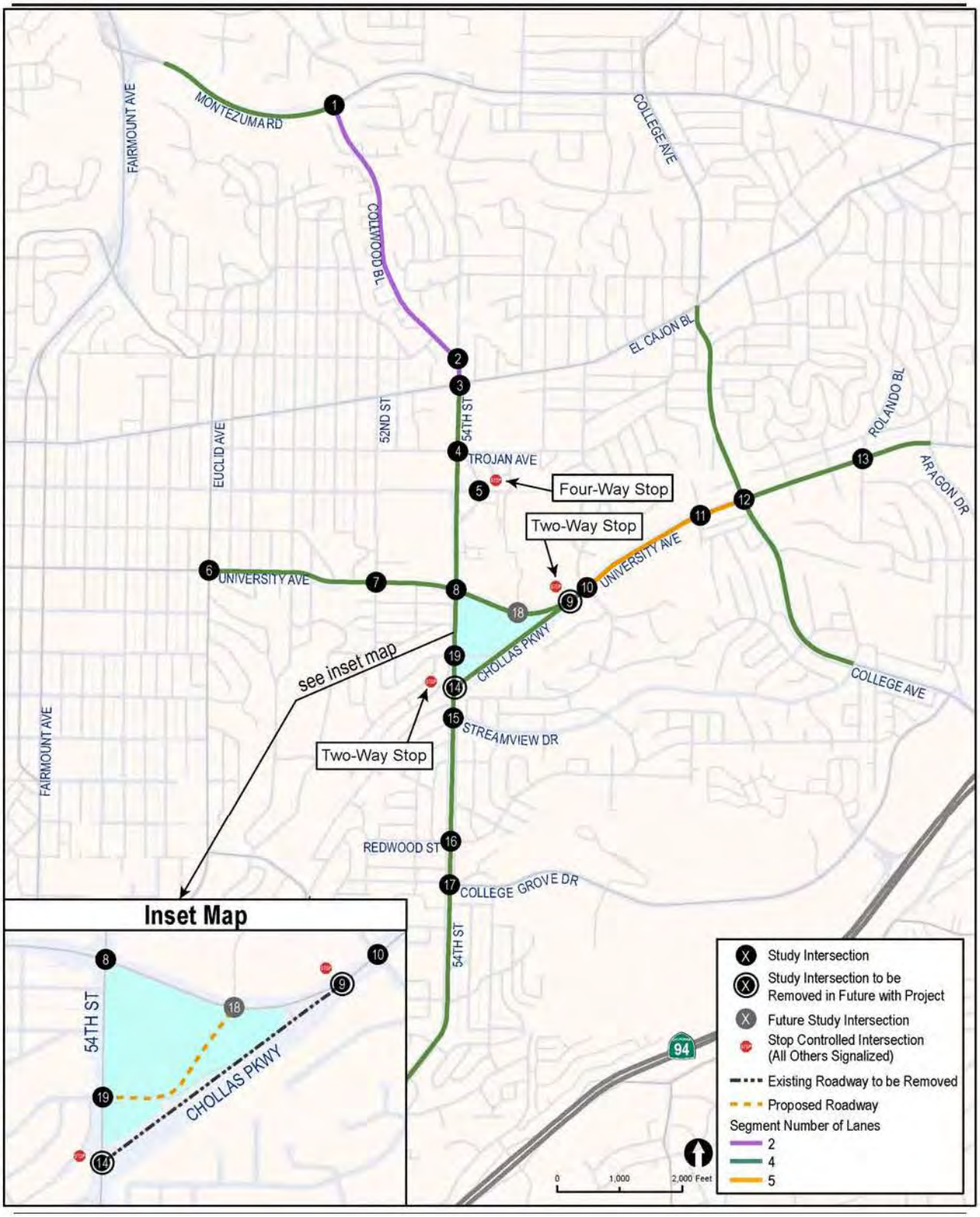


**Figure 4.13-1**
**Chollas Triangle Study Area and Key Intersections**

the Mid-City Community Plan, College Avenue is classified as a Four-Lane Major Street, although the section from El Cajon Boulevard to University Avenue currently operates as a Four-Lane Collector Street by definition.

Collwood Boulevard extends between Montezuma Road to the north and 54th Street to the south, where 54th Street is designated as the east and south approaches of this latter intersection. Collwood Boulevard is a two-lane roadway with a center two-way left turn lane (TWLTL) along almost its entire length, and includes a posted speed limit of 35 mph. Existing Class II bicycle lanes are provided on almost the entire roadway length except for: 1) a short section between Monroe Avenue and 54th Street, and 2) the northbound approach to the Montezuma Road intersection. On-street parking is allowed on both sides of the street along its entire length. Collwood Boulevard operates as a Two-Lane Collector with a TWLTL but its ultimate classification is a Four-Lane Major in the College Area Community Plan.

East/West Roadway Facilities

Montezuma Road spans between Fairmount Avenue to the west and El Cajon Boulevard to the east. Within the project study area Montezuma Road is currently a four-lane roadway. Montezuma Road is currently divided by a raised median and has a posted speed limit of 50 mph west of Collwood Boulevard, a posted speed limit of 40 mph between Collwood Boulevard and College Avenue, and a posted speed limit of 35 mph east of College Avenue (plus a 25 mph school zone). Montezuma Road has designated Class II Bicycle Lanes and parking is prohibited on both sides of the street within the project study area. Montezuma Road is classified by the current College Area Community Plan as a Four-Lane Major Street.

El Cajon Boulevard spans between Park Boulevard to the west and Spring Street in the City of La Mesa to the east. Within the project study area El Cajon Boulevard is a four-lane roadway. El Cajon Boulevard is currently divided by a raised median near the intersection with 54th Street and double yellow lines as one travels east or west. The posted speed limit is 35 mph (plus a 25 mph school zone). El Cajon Boulevard is not designated to include bicycle facilities and parking is generally allowed on both sides of the street. El Cajon Boulevard is classified by the current Mid-City Community Plan as a Four-Lane Major Street.

University Avenue spans between Washington Street to the west and La Mesa Boulevard to the east. Within the project study area University Avenue is currently a five-lane roadway (two-lanes WB three-lanes EB) between Chollas Parkway and College Avenue and a four-lane roadway west of Chollas Parkway and east of College Avenue. University Avenue is currently divided by a raised median between College Avenue and Winona Avenue, while other segments in the study area generally include a center two-way-left-turn-lane (TWLTL). University Avenue has a

posted speed limit of 40 mph. Parking is generally allowed on both sides of University Avenue and it is classified by the current Mid-City Community Plan as a Four or Five-Lane Major Street.

Chollas Parkway spans between 54th Street to the west and University Avenue to the east. In the current Mid-City Community Plan, Chollas Parkway is planned to be reduced in width and is designated as a Two-Lane Collector. However, the Community Plan also identifies an alternative where Chollas Parkway would be partly or completely closed and Lea Street would be extended to make an east-west connection. Within the project study area Chollas Parkway is currently a four-lane roadway along its entire length. Chollas Parkway is currently divided by a raised median with a posted speed limit of 45 mph, and parking is prohibited on both sides of the street.

College Grove Drive extends between 54th Street on the west and College Avenue on the east. Within the project study area College Grove Drive is a four-lane roadway divided by a raised median except for a painted median located between 55th Street and Chollas Station Road. College Grove Drive currently has a posted speed limit of 40 between 54th Street and Chollas Station Road, 45 mph from Chollas Station Road to College Grove Way, and 35 mph from College Grove Way to College Avenue. Class II Bike lanes are provided along the entire length of the street except between College Grove Way and College Avenue. On-street parking is only allowed on the north side of the street between 55th Street and the entrance to the east parking lot at Chollas Lake. In the Mid-City Community Plan, College Grove Drive is planned to have a reduced width and operate as a Three-Lane Collector Street (i.e., one lane in each direction with a TWLTL), although the street currently operates as a Four-Lane Collector Street.

Streamview Drive extends between 54th Street on the west and College Avenue on the east. Within the project study area Streamview Drive is a two-lane roadway divided by a raised median (that varies in width from 24 to 54 feet) or angled parking in the median from east of the Michael-Lynn Street intersection to west of Gayle Street. Streamview Drive currently has a posted speed limit of 25 mph. No separate bike facilities are provided. In addition to the diagonal parking in some median areas, on-street parking is allowed on the curb on both sides of the street. In the Mid-City Community Plan, Streamview Drive is designated as a Two-Lane Collector.

**Existing Pedestrian Facilities**

Pedestrian facilities include, but are not limited to, sidewalks and paths, striped crosswalks, and pedestrian display heads at signalized intersections. The site frontage includes a concrete sidewalk along the entire length of both sides of 54th Street and on both sides of University Avenue except for a short 280-foot segment on the south side of the street just west of the

Chollas Parkway intersection. In addition, no sidewalks are provided on either side of Chollas Parkway immediately adjacent to the site, although an informal walking path is visible on the south side of Chollas Parkway. This path eventually connects to a 400-foot section of sidewalk on University Avenue west of 58th Street. Because of the layout of the University Avenue/Chollas Parkway intersection and the overall lack of sidewalks, no convenient pedestrian crossing point of either street is provided near this intersection. This existing configuration makes pedestrian access to and from University Avenue to the east challenging in that the only controlled crossing point west of 58th Street is at the University Avenue/54th Street intersection approximately 2,200 feet away. This signalized intersection includes pedestrian heads and striped crosswalks.

Beyond the immediate site frontage, a sidewalk is provided on both sides of University Avenue east of 58th Street and on 54th Street north of University Avenue. On 54th Street south of Lea Street to Chollas Parkway, narrow asphalt paths are provided on both sides of the street, but do not appear to meet Americans with Disabilities Act (ADA) requirements. At several points, the available sidewalk width is less than 36 inches wide because of light standards or utility poles.

Observations near the site showed that jaywalking occurs on the east and south approaches of the University Avenue/54th Avenue intersection because of the bus transit stops that are located 150 feet to 250 feet away from the intersection crosswalks. Some patrons of the existing site development do not use the signalized crosswalks and avoid the more circuitous path to get to the bus transit stops.

**Existing Bicycle Facilities**

Bicycle facilities include separate paths, lanes, and routes in addition to storage facilities. In the immediate vicinity of the project site, the only bicycle lanes are provided on 54th Street and are discontinuous in that the lanes do not extend through all intersections (e.g., northbound through the University Avenue intersection) or do not exist (e.g., northbound between Chollas Parkway and Lea Street). Further from the site, bicycle lanes are provided on Collwood Boulevard, Montezuma Road, portions of 54th Street, and most of College Grove Avenue.

**Existing Transit Service**

The project site is served by three bus routes operated by MTS: Route 7, Route 10, and Route 955. The closest stops are located in both directions on University Avenue east of 54th Street and on southbound 54th Street south of University Avenue. A brief description of each route is presented below:

- **Route 7** provides east-west service between Downtown and La Mesa by way of University Avenue. The route connects Horton Plaza with City College, Balboa Park, the San Diego Zoo, City Heights Transit Plaza, and the Joan Kroc Center in La Mesa. This route operates 7 days a week.
- **Route 10** provides east-west, limited stops, service between Old Town and the University Avenue/College Avenue intersection by way of University Avenue. The route terminates at the Old Town Transit Center and connects to Hillcrest, North Park, and City Heights. This route operates 7 days a week.
- **Route 955** provides north-south service between the 8th Street Trolley station and the SDSU Transit Center. The route connects the 8th Street Trolley station with the Euclid Avenue Trolley station and the SDSU transit center via 43rd Street and 54th Street. This service operates 7 days a week.

**Existing Parking Supply**

Parking is provided for all uses on the site and is generally segregated by use, except for the two largest uses on the site that share spaces in the largest lot area. While a detailed parking study was not conducted for existing uses, the overall supply is adequate based on site visit assessment, and a substantial surplus of on-site parking is typically available.

**Level of Service Standards and Thresholds**

The traffic analyses prepared for this study were performed in accordance with City of San Diego requirements and the CEQA project review process. Roadway segment Level of Service (LOS) standards and thresholds provide the basis for analysis of arterial roadway segment performance. The analysis of roadway segment LOS is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecast Average Daily Trip (ADT) volumes. The actual capacity of a roadway facility varies according to its physical attributes. Typically, the performance and LOS of a roadway segment is heavily influenced by the ability of its intersections to accommodate peak hour traffic volumes. For the purposes of this traffic analysis, LOS D is considered acceptable for circulation element roadway segments.

The analysis of signalized intersections utilizes the operational analysis procedures as outlined in the 2000 Highway Capacity Manual (HCM), Transportation Research Board Special Report 209. This method defines LOS in terms of delay, or more specifically, average control delay per vehicle. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time. Table 4.13-1 shows signalized intersection LOS criteria.

**Table 4.13-1**
**Signalized Intersection LOS**

| Average Control Delay per Vehicle (sec) | LOS Characteristics |
|---|---|
| <10.0 | LOS A describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay. |
| 10.1-20.0 | LOS B describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay. |
| 20.1-35.0 | LOS C describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping. |
| 35.1-55.0 | LOS D describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable. |
| 55.1-80.0 | LOS E is considered the limit of acceptable delay. Individual cycle failures are frequent occurrences. |
| >80.0 | LOS F describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the LOS D capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay. |

Source: Highway Capacity Manual 2000, TRB Special Report 209

Unsignalized intersections, including two-way and all-way stop controlled intersections, were analyzed using the 2000 HCM unsignalized intersection analysis methodology. Unsignalized intersection LOS criteria is shown in Table 4.13-2.

**Table 4.13-2**
**Unsignalized Intersection LOS**

| Average Control Delay (sec/vehicles) | LOS |
|---|---|
| ≤10 | A |
| >10 and ≤15 | B |
| >15 and ≤25 | C |
| >25 and ≤35 | D |
| >35 and ≤50 | E |
| >50 | F |

Source: Highway Capacity Manual 2000, TRB Special Report 209

Tables 4.13-3 and 4.13-4 show existing LOS for the study area roadway segments and intersections. Figures 4.13-2 and 4.13-3 show existing roadway segment and intersection traffic volumes.

## Table 4.13-3
## Roadway Segment LOS – Existing Conditions

| No. | Street | Segment | Functional Street Classification | Daily Traffic Count | LOS E Threshold | V/C | Existing LOS |
|---|---|---|---|---|---|---|---|
| 1 | Montezuma Rd | Fairmount Ave to Collwood Bl | 4-Lane Major | **49,575** | **40,000** | **1.239** | **F** |
| 2 | Collwood Blvd | Montezuma Rd to 54th St | 2-Lane Collector(w TWLTL[1]) | **24,178** | **15,000** | **1.612** | **F** |
| 3 | 54th St | El Cajon Blvd to Trojan Ave | 4-Lane Major | 22,215 | 40,000 | 0.555 | C |
| 4 | | Trojan Ave to University Ave | 4-Lane Major | 24,842 | 40,000 | 0.621 | C |
| 5 | | University Ave to Chollas Pkwy | 4-Lane Major | 17,387 | 40,000 | 0.435 | B |
| 6 | | Streamview Dr to Redwood St | 4-Lane Major | 19,482 | 40,000 | 0.487 | B |
| 7 | | College Grove Dr to Euclid Ave | 4-Lane Major | 19,142 | 40,000 | 0.479 | B |
| 8 | College Ave | El Cajon Blvd to University Ave | 4-Lane Collector | 22,604 | 30,000 | 0.753 | D |
| 9 | | University Ave to Streamview Dr | 4-Lane Major | 23,579 | 40,000 | 0.589 | C |
| 10 | University Ave | Euclid Ave to Winona Ave | 4-Lane Collector | 18,905 | 30,000 | 0.630 | C |
| 11 | | 52nd St to 54th St | 4-Lane Major | 27,361 | 40,000 | 0.684 | C |
| 12 | | 54th St to 58th St | 4-Lane Collector | 23,126 | 30,000 | 0.771 | C |
| 13 | | 58th St to College Ave | 5-Lane Major | 21,675 | 45,000 | 0.482 | B |
| 14 | | College Avenue to Rolando Bl | 4-Lane Collector (w TWLTL) | 17,410 | 30,000 | 0.580 | C |
| 15 | | Rolando Bl to Aragon Dr | 4-Lane Collector (w TWLTL) | 15,689 | 30,000 | 0.523 | C |
| 16 | Chollas Pkwy | 54th St to University Ave | 4-Lane Collector | 4,616 | 30,000 | 0.154 | A |

Notes:
1. TWLTL = Two-way left-turn lane in center of roadway.
**Bold** letters indicate facilities operating at LOS E or worse
Traffic Count: November/December 2011 & 2012

**Table 4.13-4**
**Peak Hour Intersection LOS – Existing Conditions**

| No. | Intersection | AM | | PM | |
|---|---|---|---|---|---|
| | | Delay (sec) | LOS | Delay (sec) | LOS |
| 1 | Collwood Boulevard & Montezuma Road | 29.4 | C | 21.5 | C |
| 2 | Collwood Boulevard & 54th Street | 12.4 | B | 10.7 | B |
| 3 | 54th Street & El Cajon Boulevard | 41.4 | D | 38.8 | D |
| 4 | 54th Street & Trojan Avenue | 25.7 | C | 16.4 | B |
| 5 | 54th Street & Orange Avenue [a] | 12.8 | B | 8.2 | A |
| 6 | Euclid Avenue & University Avenue | 20.5 | C | 26.5 | C |
| 7 | 52nd Street & University Avenue | 21.6 | C | 23.7 | C |
| 8 | 54th Street & University Avenue | 32.1 | C | 30.4 | C |
| 9 | Chollas Parkway & University Avenue [b] | 28.5 | D | **>200** | **F** |
| 10 | 58th Street & University Avenue | 20.6 | C | 21.5 | C |
| 11 | 60th Street & University Avenue | 8.3 | A | 8.2 | A |
| 12 | College Avenue & University Avenue | 36.2 | D | **57.1** | **E** |
| 13 | Rolando Boulevard & University Avenue | 11.2 | B | 13.5 | B |
| 14 | 54th Street & Chollas Parkway [b] | **42.9** | **E** | **117.1** | **F** |
| 15 | 54th Street & Streamview Drive | 17.2 | B | 17.3 | B |
| 16 | 54th Street & Redwood Street | 13.4 | B | 12.1 | B |
| 17 | 54th Street & College Grove Drive | 23.8 | C | 26.4 | C |
| 19 | 54th Street & Lea Street | 8.0 | A | 10.8 | B |

Notes:
[a] Intersection is all-way stop-controlled
[b] Intersection is side-street stop-controlled
**Bold** letters indicate facilities operating at LOS E or worse

All key study area roadway segments are currently operating at LOS D or better based on their existing function, with the exception of the following segments:

1. Montezuma Road between Collwood Boulevard and Fairmount Avenue (LOS F)
2. Collwood Boulevard between Montezuma Road and 54th Street (LOS F)

Table 4.13-4 shows the existing AM/PM peak hour traffic LOS and average vehicle delays for the 19 key study intersections. All key study area intersections are currently operating at LOS D or better with the exception of the following:

9. Chollas Parkway and University Avenue (LOS F – PM Peak)
12. College Avenue and University Avenue (LOS E – PM Peak)
14. 54th Street & Chollas Parkway (LOS E – AM Peak, LOS F – PM Peak)


**Figure 4.13-2**
**Roadway Existing Conditions**

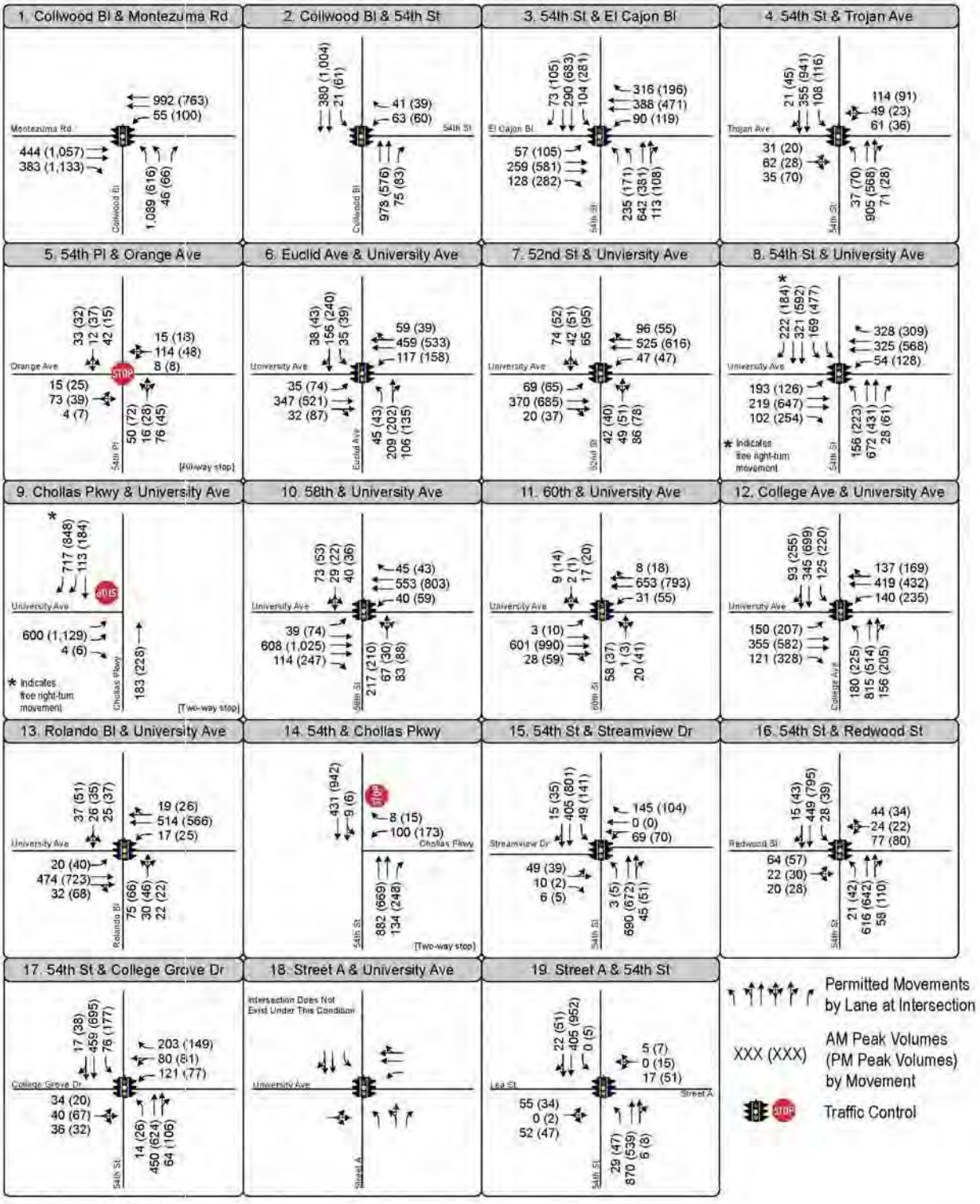


**Figure 4.13-3**
**Intersection Existing Conditions**

The City of San Diego Significance Determination Thresholds, January 2011 defines project impact thresholds corresponding to the type of facility. These thresholds are generally based upon an acceptable increase in the Volume/Capacity (V/C) ratio for roadway and freeway segments, and upon increases in vehicle delays for intersections and ramps. In the City of San Diego, LOS D is considered acceptable for roadway and intersection operations. The following impact analyses were performed in accordance with the City of San Diego significance determination thresholds.

## 4.13.2 Impact Analysis

The project study area analysis was determined based upon the City of San Diego Traffic Impact Study guidelines as well as the SANTEC/ITE guidelines. Based on the methodologies outlined in these guidelines, all intersections and roadway segments in which the project is anticipated to add 50 or more directional peak hour trips and 20 or more directional trips to a metered on ramp were included as part of this analysis.

For the analysis of the site driveways, pass-by trips need to be included in the total project trip generation to ensure that all site-generated traffic is accounted for. The projected driveway trip generation is presented in Table 4.13-5 and was used to analyze operations at intersections immediately adjacent to the site

**Table 4.13-5**
**Driveway Project Trip Generation**

| Land Use | Units | Trip Rate | ADT | AM Peak | | | | | PM Peak | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | % | Trips | Split | In | Out | % | Trips | Split | In | Out |
| **Project Land Uses** | | | | | | | | | | | | | |
| Multi-Family Residential | 486 DU | 8/DU | 3,888 | 8 | 311 | 2:8 | 62 | 249 | 10 | 389 | 7:3 | 272 | 117 |
| Neighborhood Commercial | 130 KFS | 120/KSF | 15,600 | 4 | 624 | 6:4 | 374 | 250 | 11 | 1,716 | 5:5 | 858 | 858 |
| Undeveloped Park | 5.5 Acre | 5/acre | 28 | 4 | 2 | 5:5 | 1 | 1 | 8 | 2 | 5:5 | 1 | 1 |
| *Sub-Total* | | | *19,516* | | *936* | | *437* | *499* | | *2,107* | | *1,131* | *976* |
| **Existing Land Uses to be Removed** | | | | | | | | | | | | | |
| Multi-Family Residential | 7 DU | 8/DY | 56 | 8 | 5 | 2:8 | 1 | 4 | 10 | 6 | 7:3 | 4 | 2 |
| Other Group Quarters | 26 KFS | 3/KSF | 78 | 7 | 5 | 6:4 | 3 | 2 | 7 | 5 | 4:6 | 2 | 3 |
| Community Commercial | 116 KFS | 70/KSF | 8,120 | 3 | 244 | 6:4 | 146 | 97 | 10 | 812 | 5:5 | 406 | 406 |
| Service Station | 8 Pump | 150/Pump | 1,200 | 8 | 96 | 5:5 | 48 | 48 | 8 | 96 | 5:5 | 48 | 48 |
| *Sub-Total* | | | *9,454* | | *350* | | *198* | *151* | | *919* | | *460* | *459* |
| **Net New Project Trips** | | | **10,062** | | **587** | | **239** | **348** | | **1,188** | | **671** | **517** |

Source: City of San Diego Land Development Code – Trip Generation Manual, May 2003.
KSF = 1,000 square feet
DU = dwelling unit

Table 4.13-6 displays the projected cumulative trip generation for the project which presents the traffic volumes that would be added to the roadway system at studied intersections that are not immediately adjacent to the project site. These trips exclude pass-by trips to the commercial uses, which are those trips that will be made to and from the site by traffic that is already passing by the site. As shown in Table 4.13-6, the net trip generation is 7,218 daily vehicle trips, including 488 trips during the AM peak hour (172-in/316-out) and 822 trips during the PM peak hour (488-in/334-out). The project TIA assumed that 7% of the PM peak hour trips would utilize a freeway ramp in the area, which would result in fewer than 20 trips (Fehr & Peers 2014). The rationale for the freeway ramp distribution for the project is described below.

**Table 4.13-6**
**Cumulative Project Trip Generation**

| Land Use | Units | Trip Rate | ADT | AM Peak | | | | | PM Peak | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | % | Trips | Split | In | Out | % | Trips | Split | In | Out |
| **Project Land Uses** | | | | | | | | | | | | | |
| Multi-Family Residential | 486 DU | 8/DU | 3,888 | 8 | 311 | 2:8 | 62 | 249 | 10 | 389 | 7:3 | 272 | 117 |
| Neighborhood Commercial | 130 KFS | 72/KSF | 9,360 | 4 | 375 | 6:4 | 225 | 150 | 11 | 1,030 | 5:5 | 515 | 515 |
| Undeveloped Park | 5.5 Acre | 5/acre | 28 | 4 | 2 | 5:5 | 1 | 1 | 8 | 2 | 5:5 | 1 | 1 |
| *Sub-Total* | | | *13,276* | | *688* | | *288* | *400* | | *1,421* | | *788* | *633* |
| **Existing Land Uses to be Removed** | | | | | | | | | | | | | |
| Multi-Family Residential | 7 DU | 8/DY | 56 | 8 | 5 | 2:8 | 1 | 4 | 10 | 6 | 7:3 | 4 | 2 |
| Other Group Quarters | 26 KFS | 3/KSF | 78 | 7 | 5 | 6:4 | 3 | 2 | 7 | 5 | 4:6 | 2 | 3 |
| Community Commercial | 116 KFS | 49/KSF | 5,684 | 3 | 170 | 6:4 | 102 | 68 | 10 | 568 | 5:5 | 284 | 284 |
| Service Station | 8 Pump | 30/Pump | 240 | 8 | 20 | 5:5 | 10 | 10 | 8 | 20 | 5:5 | 10 | 10 |
| *Sub-Total* | | | *6,058* | | *200* | | *116* | *84* | | *599* | | *300* | *299* |
| **Net New Project Trips** | | | **7,218** | | **488** | | **172** | **316** | | **822** | | **488** | **334** |

Source: City of San Diego Land Development Code – Trip Generation Manual, May 2003.
KSF = 1,000 square feet
DU = dwelling unit

The major components of the project include a mixture of neighborhood-commercial and residential land uses. Based on the nature of the commercial uses, various neighborhoods, and the extent of other regional-commercial developments in the area, it is anticipated that the majority of retail project trips would be drawn from the local community. The analyzed land uses would have a limited regional draw, and other shopping opportunities such as Marketplace at the Grove Shopping Center, Metropolitan Shopping Center, University Square, Boulevard Mart Shopping Center, Campus Plaza Shopping Center, Lemon Grove Plaza Shopping Center, and

other retail shopping opportunities along University Avenue, El Cajon, and near Fairmount Avenue and Mission Gorge Road highlight the local nature of this commercial center.

The availability of so many shopping destinations indicates a sizeable work-force exists in the area. While there are likely residents who are employed in traditional employment centers such as downtown San Diego, there are several other commercial or industrial areas near the project site that are locally accessible such as Federal Boulevard, Market Street, College Grove Drive, Mission Gorge/Friars Road, San Diego State University, various hospitals, and employment opportunities along University Avenue and El Cajon Boulevard. The commercial uses would be serving the local neighborhood and not a regional area while only the residential portion of the project is anticipated to use freeway ramps. Additionally, the project would encourage mixed use for residents to live and work in the same area and reduce daily trips. During the peak hours, the residential trips account for up to about half of the estimated net new trip generation. As a result, due to the diversity of available land uses and composition of the trip generation estimates, it is projected that fewer than 20 trips would utilize a freeway ramp in the area (Fehr & Peers 2014). Figure 4.13-4 shows trip distribution. Figure 4.13-5 shows roadway segment traffic volume assignment. Figure 4.13-6 shows intersection traffic volume assignment.

**Significance of Impacts**

**Issue 1: Would the project generate traffic in excess of the specific community plan allocation and result in an increase in projected traffic which is substantial in relation to the existing traffic load and capacity of the street system?**

**Impact Thresholds**

If the project exceeds the thresholds in Table 4.13-7, then the project is considered to have a significant “direct” or “cumulative” project impact. A significant impact can also occur if a project causes the LOS to degrade from D to E (or F), even if the allowable increases in Table 4.13-7 are not exceeded. A feasible mitigation measure will need to be identified to return the impact to pre-project conditions, otherwise the impact will be considered significant and unmitigated.


**Figure 4.13-4**
**Trip Distribution**


**Figure 4.13-5**
**Roadway Traffic Volume Assignment**

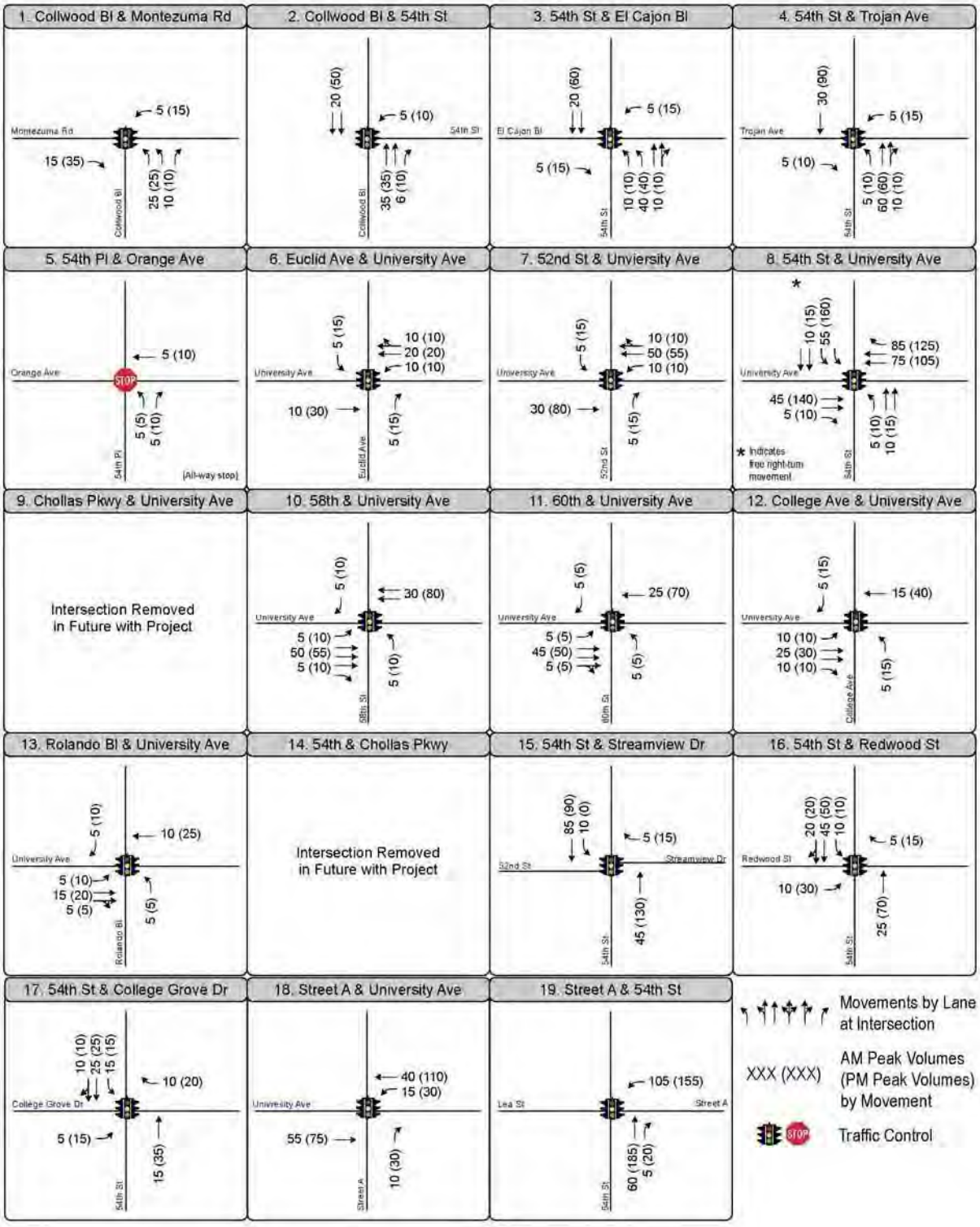


**Figure 4.13-6**
**Intersection Traffic volume Assignment**

**Table 4.13-7**
**Thresholds of Significance**

| Level of Service with Project[1] | Allowable Change Due to Project Impact[2] Roadway Segments *V/C* | *Speed (mph)* | Intersections *Delay (sec)* |
|---|---|---|---|
| **E** | 0.02 | 1.0 | 2.0 |
| **F** | 0.01 | 0.5 | 1.0 |

[1] All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis.
[2] Delay = the average control delay per vehicle measured in seconds; V/C = Volume to Capacity ratio; mph = miles per hour, sec = seconds

## Impact Analysis

Per Mid City Communities Plan Figure 25, Future daily volumes along 54th Street and University Avenue are 25,000 ADT on both streets and 6,000 ADT along Chollas Parkway. Future daily volumes in the Mid-City Communities Plan are based on the existing system being maintained and operationally improved to increase efficiency and accommodate planned growth (City of San Diego 1998a).

As identified in Figure 4.13-7 Roadway Horizon Year Base, future conditions without the project would result in 20,100 ADT along 54th Street between University Avenue and Chollas Parkway and 25,300 ADT along University Avenue between 54th Street and 58th Street. Chollas Parkway between 54th Street to University Avenue would have an ADT of 7,200, which results in a slight increase in traffic along University Avenue and Chollas Parkway.

The project would include the following features:

Chollas Parkway would be vacated and result in the removal of the four-lane Chollas Parkway. Additionally, the T-intersections of Chollas Parkway and University Avenue and Chollas Parkway and 54th Street would be eliminated. The street vacation of Chollas Parkway would allow for the creation of new open space, and local circulation would be facilitated by a new network of on-site streets connecting 54th Street and University Avenue.

Chollas Triangle Collector Street (New Street A) would connect 54th Street and University Avenue and facilitate project access with a proposed two-lane collector street. The project proposes to a fourth approach to the existing Lea Street/54th Street intersection, which is already signalized. The collector street would curve to the north, forming a signalized, four-way intersection at University Avenue opposite the existing Promise Hospital Driveway.


**Figure 4.13-7**
**Roadway Horizon Year Base**

New Street B would connect University Avenue to New Street A by a new north-south, two-lane collector street approximately 500 feet east of 54th Street. This street would provide on-street parking on both sides and be controlled with stop signs at on-site intersections. The intersection of New Street B and University Avenue would be a full access intersection and signalized.

New Street C would connect 54th Street with New Street A by a new east-west, two-lane collector street approximately 540 feet south of University Avenue (at 54th Street). This street would provide on-street parking on both sides and be controlled with stop signs at on-site intersections. The intersection of New Street C and 54th Street would be a full access intersection (except for left turns out to 54th Street) and controlled by a stop sign on the New Street C approach.

New Street D would connect 54th Street with New Street B by a new east-west, two-lane collector street approximately 300 feet south of University Avenue (at 54th Street). This street would provide on-street parking on both sides and be controlled with stop signs at on-site intersections. The intersection of New Street D and 54th Street would be a right turn-only intersection and controlled by a stop sign on the New Street D approach.

With the implementation of the project, the ADT along 54th Street between University Avenue and Lea Street would approximately be 23,720. University Avenue between 54th Street to 58th Street would carry 29,730 ADT and Chollas Parkway would be removed. Overall, the project would generate the following:

- 10,062 driveway daily vehicle trips with 587 trips during the AM peak hour and 1,188 trips during the PM peak hour.

- 7,218 cumulative daily vehicle trips with 488 trips during the AM peak hour and 822 trips during the PM peak hour.

Based on the traffic impact significance criteria thresholds shown in Table 4.13-7, under Horizon Year Project conditions, the project would have cumulative traffic related impacts on the following three roadway segments:

1. Montezuma Road between Fairmount Avenue and Collwood Boulevard (LOS F)
2. Collwood Boulevard between Montezuma Road and 54th Street (LOS F)
12. University Ave between 54th Street to 58th Street (LOS E)

Based on the traffic impact significance criteria thresholds shown in Table 4.13-7, under Horizon Year Base Plus Project conditions, the project would have cumulative traffic related impacts on the following intersections:

3. 54th Street and El Cajon Boulevard (LOS E – PM Peak)
12. College Avenue and University Avenue (LOS E – AM and PM Peaks)

Figures 4.13-7 and 4.13-8 show Horizon Year roadway traffic volumes without and with the project. Figures 4.13-9 and 4.13-10 show Horizon Year intersection traffic volumes without and with the project.

**Table 4.13-8**
**Roadway Segment LOS – Horizon Year and Horizon Year with Project Conditions**

| | | | Existing | | Horizon Year | | Horizon Year with Project | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **No.** | **Street** | **Segment** | **V/C** | **LOS** | **V/C** | **LOS** | **V/C** | **LOS** | **Δ** | **Sig?** |
| 1 | Montezuma Rd | Fairmount Ave to Collwood Blvd | **1.239** | **F** | **1.635** | **F** | **1.648** | **F** | **0.013** | **Y** |
| 2 | Collwood Blvd | Montezuma Rd to 54th St | **1.612** | **F** | **2.153** | **F** | **2.200** | **F** | **0.047** | **Y** |
| 3 | 54th St | El Cajon Blvd to Trojan Ave | 0.555 | C | 0.710 | C | 0.743 | C | 0.033 | N |
| 4 | | Trojan Ave to University Ave | 0.621 | C | 0.688 | C | 0.735 | C | 0.047 | N |
| 5 | | University Ave to Chollas Pkwy | 0.435 | B | 0.503 | B | 0.623 | C | 0.120 | N |
| 6 | | Streamview Dr to Redwood St | 0.487 | B | 0.663 | C | 0.705 | C | 0.043 | N |
| 7 | | College Grove Dr to Euclid Ave | 0.479 | B | 0.480 | B | 0.490 | B | 0.012 | N |
| 8 | College Ave | El Cajon Blvd to University Ave | 0.753 | D | **0.867** | **E** | **0.873** | **E** | 0.006 | N |
| 9 | | University Ave to Streamview Dr | 0.589 | C | 0.725 | C | 0.730 | C | 0.005 | N |
| 10 | University Ave | Euclid Ave to Winona Ave | 0.630 | C | 0.753 | D | 0.790 | D | 0.037 | N |
| 11 | | 52nd St to 54th St | 0.684 | C | 0.685 | C | 0.725 | D | 0.040 | N |
| 12 | | 54th St to 58th St | 0.771 | C | **0.843** | **E** | **0.991** | **E** | **0.148** | **Y** |
| 13 | | 58th St to College Ave | 0.482 | B | 0.578 | C | 0.609 | C | 0.031 | N |
| 14 | | College Ave to Rolando Blvd | 0.580 | C | 0.697 | D | 0.717 | D | 0.020 | N |
| 15 | | Rolando Blvd to Aragon Dr | 0.523 | C | 0.550 | C | 0.563 | C | 0.013 | N |
| 16 | Chollas Pkwy | 54th St to University Ave | 0.154 | A | 0.240 | A | Removed | | | -- |
| 17 | New Road A | 54th St to University Ave | -- | -- | -- | -- | 0.625 | C | -- | N |

Note: V/C = volume-to-capacity ratio; Δ=change in V/C; Sig? – is impact significant?; Bold letters indicate facilities operating at LOS E or worse
Source: Fehr & Peers 2014

## Table 4.13-9
## Peak Hour Intersection LOS – Horizon Year Base Plus Project Conditions

| No. | Intersection | AM Base Delay (sec) | AM Base LOS | AM W/ Project Delay (sec) | AM W/ Project LOS | AM Δ [c] | AM Sig? [d] | PM Base Delay (sec) | PM Base LOS | PM W/ Project Delay (sec) | PM W/ Project LOS | PM Δ [c] | PM Sig? [d] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Collwood Boulevard & Montezuma Road | 35.4 | D | 36.2 | D | 0.8 | N | 47.0 | D | 52.2 | D | 5.2 | N |
| 2 | Collwood Boulevard & 54th Street | 16.2 | B | 16.7 | B | 0.5 | N | 11.9 | B | 12.3 | B | 0.4 | N |
| 3 | 54th Street & El Cajon Boulevard | 49.2 | D | 49.8 | D | 0.6 | N | 53.9 | D | **57.2** | **E** | **3.3** | **Y** |
| 4 | 54th Street & Trojan Avenue | 33.7 | C | 38.4 | D | 4.7 | N | 27.4 | C | 29.6 | C | 2.2 | N |
| 5 | 54th Street & Orange Avenue [a] | 24.3 | C | 28.5 | D | 4.2 | N | 9.1 | A | 9.3 | A | 0.2 | N |
| 6 | Euclid Avenue & University Avenue | 22.4 | C | 22.4 | C | 0.0 | N | 27.6 | C | 27.8 | C | 0.2 | N |
| 7 | 52nd Street & University Avenue | 22.6 | C | 23.5 | C | 0.9 | N | 23.5 | C | 24.2 | C | 0.7 | N |
| 8 | 54th Street & University Avenue [e] | 25.6 | C | 27.2 | C | 1.6 | N | 38.4 | D | 52.7 | D | 14.3 | N |
| 9 | Chollas Parkway & University Avenue [b] | 33.5 | D | N/A | N/A | N/A | N/A | **>200** | **F** | N/A | N/A | N/A | N/A |
| 10 | 58th Street & University Avenue | 26.1 | C | 28.8 | C | 2.7 | N | 25.2 | C | 31.3 | C | 6.1 | N |
| 11 | 60th Street & University Avenue | 9.4 | A | 10.0 | B | 0.6 | N | 10.6 | B | 14.6 | B | 4.0 | N |
| 12 | College Avenue & University Avenue | **63.9** | **E** | **66.1** | **E** | **2.2** | **Y** | **67.6** | **E** | **72.2** | **E** | **4.6** | **Y** |
| 13 | Rolando Boulevard & University Avenue | 15.2 | B | 15.2 | B | 0.0 | N | 15.8 | B | 16.3 | B | 0.5 | N |
| 14 | 54th Street & Chollas Parkway [b] | **60.6** | **F** | N/A | N/A | N/A | N/A | **145.7** | **F** | N/A | N/A | N/A | N/A |
| 15 | 54th Street & Streamview Drive | 23.5 | C | 26.1 | B | 2.6 | N | 26.6 | C | 23.9 | C | -2.7 | N |
| 16 | 54th Street & Redwood Street | 18.2 | B | 18.3 | B | 0.1 | N | 14.7 | B | 18.0 | B | 3.3 | N |
| 17 | 54th Street & College Grove Drive | 25.9 | C | 26.1 | C | 0.2 | N | 29.3 | C | 30.6 | C | 1.3 | N |
| 18 | Lea Street & University Avenue [e] | N/A | N/A | 25.1 | C | N/A | N/A | N/A | N/A | 40.0 | D | N/A | N/A |
| 19 | 54th Street & Lea Street [e] | 14.7 | B | 21.2 | C | 6.5 | N | 11.9 | B | 34.6 | C | 22.7 | N |
| 20 | University Avenue & Street B | N/A | N/A | 10.3 | B | N/A | N/A | N/A | N/A | 24.4 | C | N/A | N/A |
| 21 | 54th Street & Street C | N/A | N/A | 10.0 | B | N/A | N/A | N/A | N/A | 9.5 | A | N/A | N/A |

Notes:

[a] Intersection is all-way stop-controlled
[b] Intersection is side-street stop-controlled
[c] Δ: Change in average intersection delay between with project and base conditions
[d] Sig?: Significant impact?
[e] Locations analyzed with driveway project trip generation rates
**Bold** letters indicate facilities operating at LOS E or worse


**Figure 4.13-8**
**Roadway Horizon Year Plus Project**

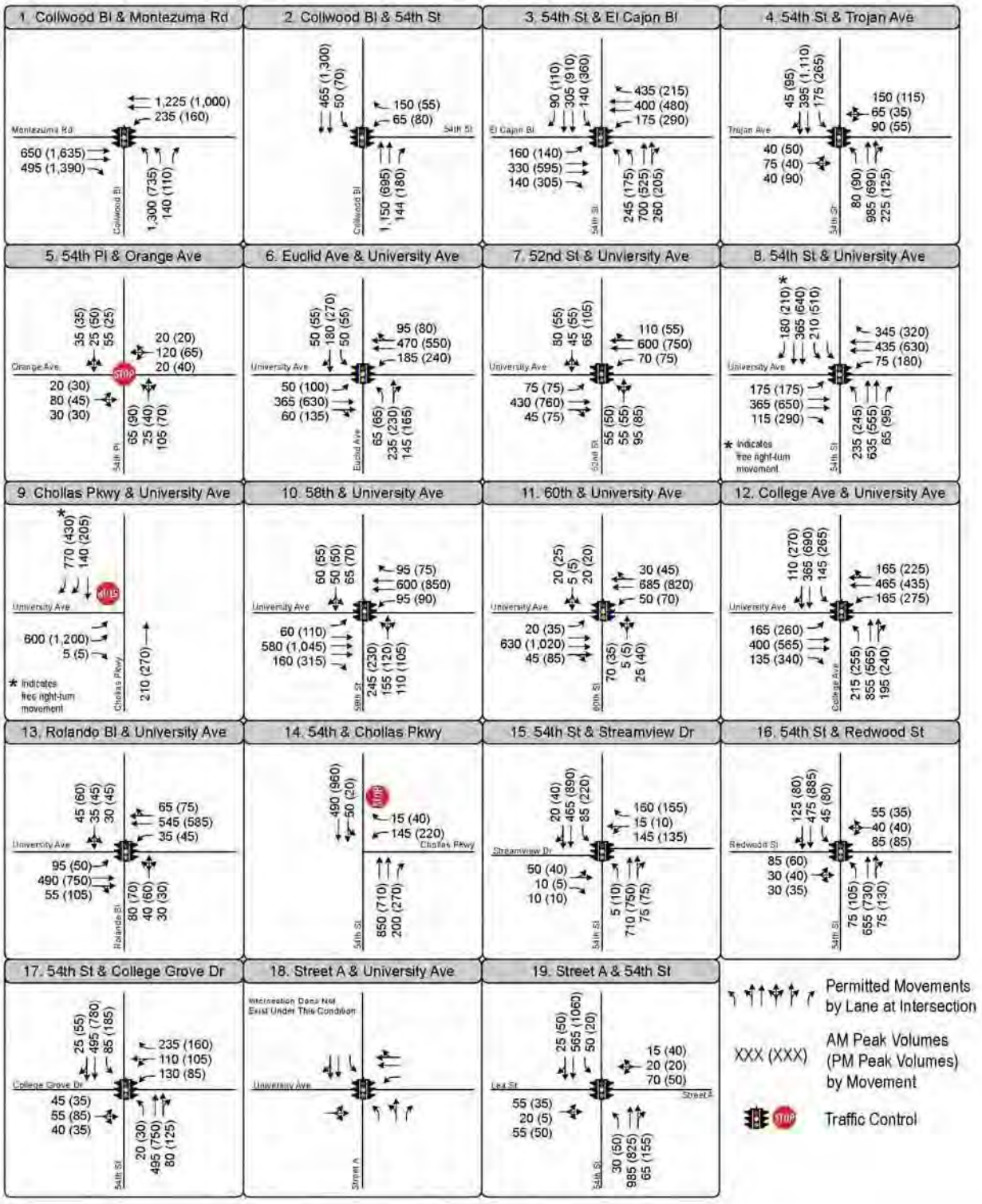


**Figure 4.13-9**
**Intersection Horizon Year**

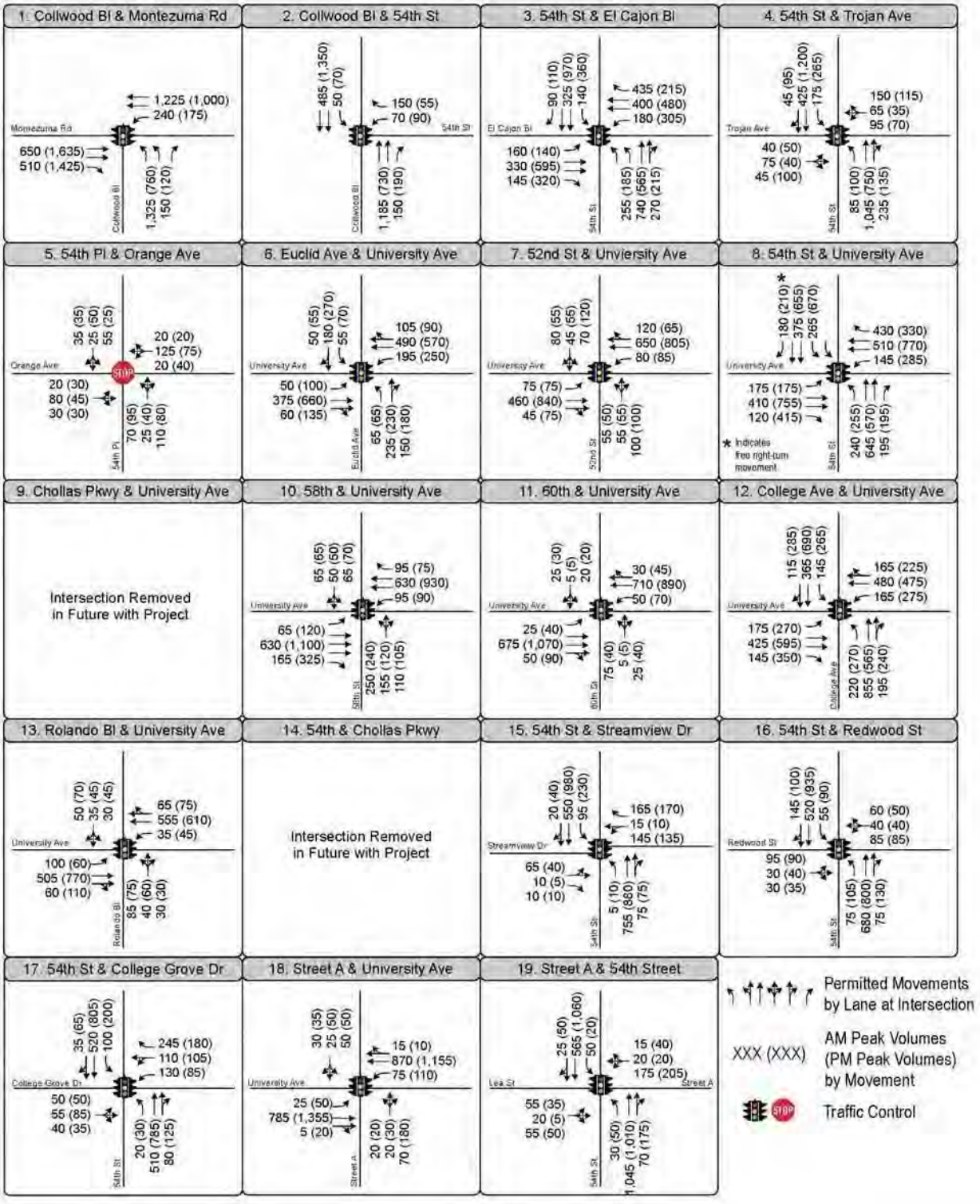


**Figure 4.13-10**
**Intersection Horizon Year Plus Project**

**Significance of Impacts**

The project will have significant horizon year transportation impacts at three roadway segments and two intersections.

Roadway Segments

1. Montezuma Road between Fairmont Avenue and Collwood Boulevard
2. Collwood Boulevard between Montezuma Road and 54th Street
12. University Avenue between 54th Street and 58th Street

Intersections

3. 54th Street and El Cajon Boulevard
12. College Avenue and University Avenue

Roadway Segments

Roadway segments are analyzed on an average daily trip basis by calculating the percent increase in volume to capacity (V/C) with the addition of project traffic. If project impacts are projected to result in an increase in V/C greater than 0.02 for a segment operating at LOS E without the project, or greater than 0.01 for a segment operating at LOS F without the project, and the segment is built to its ultimate classification, an alternative analysis can be provided to assess segment impacts under CEQA.

The analysis would determine whether 1) the intersections at the ends of the segment are calculated to operate at an acceptable LOS with the project; and 2) a peak hour Highway Capacity Manual (HCM) arterial analysis for the same segment shows that the segment operates at an acceptable LOS with the project. If both intersections at the end of the segment operate acceptably, and the peak hour HCM arterial analysis for the same segment shows the segment operates acceptably then the project impacts are determined to be less than significant and no mitigation is required.

If the analysis shows either the intersections or segment under the peak hour HCM analysis do not operate acceptably, the project impacts are considered to be significant. If mitigation is not feasible, then the impact is considered significant and unmitigated, requiring the adoption of findings of infeasibility and a statement of over-riding considerations before the project may be approved.

The project would have less than significant impact at the following roadway segment:

- Montezuma Road between Fairmount Avenue and Collwood Boulevard –The project impact is not considered significant at this location based on the following three criteria: (1) this roadway segment is constructed to its ultimate classification as a Four-Lane Major roadway, (2) peak hour Highway Capacity Manual (HCM) arterial analysis for this roadway segment is provided below and shows that the segment operates at an acceptable LOS with the project and (3) the intersection at the eastern end of the segment operates at an acceptable LOS D or better during both the AM and PM peak hours and the western intersection is grade-separated and would have no effect on the operations of this segment; therefore, impacts at this roadway segment is determined to be less than significant and no mitigation is required.

Arterial Level of Service: EB Montezuma Rd

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Collwood Bl | II | 40 | 65.0 | 38.7 | 103.7 | 0.72 | 25.1 | C |
| Total | II | | 65.0 | 38.7 | 103.7 | 0.72 | 25.1 | C |

Arterial Level of Service: WB Montezuma Rd

| Cross Street | Arterial Class | Flow Speed | Running Time | Signal Delay | Travel Time (s) | Dist (mi) | Arterial Speed | Arterial LOS |
|---|---|---|---|---|---|---|---|---|
| Collwood Bl | III | 30 | 64.7 | 27.6 | 92.3 | 0.54 | 21.0 | C |
| Total | II | | 64.7 | 27.6 | 92.3 | 0.54 | 21.0 | C |

The project would have significant and unmitigated impacts at the following roadway segment:

- Collwood Boulevard between Montezuma Road and 54th Street – Collwood Boulevard is classified as a Four-Lane Major, but is currently constructed and operated as a Two-Lane Collector with Class II bike facility on both sides of the street. Restriping this roadway segment to a four-lane roadway will impact existing bike facility and on street parking that is heavily utilized by existing residential developments in the area. Widening this roadway to accommodate a four-lane roadway configuration and maintaining existing bike facility will require R-O-W acquisition which will have adverse impact to existing residential properties. Neither of these improvement measures are recommended as part of this project and; therefore, project impact at this location would still be significant and unmitigated.

The project would have less than significant impacts at the following roadway segments with the implementation of Mitigation Measure T-1:

- University Avenue between 54th Street and 58th Street – This segment of University Avenue is classified as a Four-Lane Major, but is currently constructed and operated as a Four-Lane Collector due to the lack of a continuous raised median. Implementation of Mitigation Measure T-1 would fully mitigate the project impact with the construction of a raised median along property frontage on University Avenue.

Segment Level of Service: 54th St to 58th St before mitigation:

| No. | Street | Segment | Street Classification | ADT[1] | LOS E Threshold | Base V/C | W/ Project | | Δ | Sig? |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | V/C | LOS | | |
| 12 | University Ave | 54th St to 58th St | 4-Lane Collector | 29,730 | 30,000 | 0.843 | .991 | E | 0.148 | Y |

Δ = change in V/C; Sig? – Significant impact?
Source: Fehr & Peers 2014

Segment Level of Service: 54th St to 58th St post mitigation:

| No. | Street | Segment | Street Classification | ADT | LOS E Threshold | Base V/C | W/ Project W/Mitigation | | Δ | Sig? |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | V/C | LOS | | |
| 12 | University Ave | 54th St to 58th St | 4-Lane Major | 29,730 | 40,000 | 0.843 | .743 | C | - 0.1 | N |

Δ = change in V/C; Sig? – Significant impact?
Source: Fehr & Peers 2014

Intersections

The project would have significant and unmitigated impacts at the following intersection:

- 54th Street and El Cajon Boulevard – The project would contribute a total of 150 additional trips to the intersection during the PM peak hour causing the intersection LOS to degrade from LOS D to E. The current configuration of the southbound approach includes a single left turn lane. A dual left turn lane is required to mitigate the project impact. Widening the southbound approach to accommodate a dual left turn lane would require R-O-W acquisition which would have adverse impact on the on-site parking (11 parking stalls) of existing commercial property, pedestrian crossing distance to transit stops on El Cajon Boulevard and 54$^{th}$ Street and newly constructed public improvements related to Mid-City Rapid Bus (Route 215) station at the northwest corner of this intersection on El Cajon Boulevard (transit corridor) that included curb extension, bus

shelter and landscaping. This improvement measure is not recommended as part of this project and; therefore, project impact at this location would still be significant and unmitigated.

The project would have less than significant impacts after mitigation at the following intersection:

- College Avenue and University Avenue – The project would contribute a total of 70 and 120 additional trips to the intersection during the AM and PM peak hours, respectively, causing the intersection operations to degrade further (worse LOS E in the AM and PM peak hours) under future with project conditions. Implementation of Mitigation Measure T-2 would fully mitigate project impacts with the restriping the southbound and northbound approaches to provide dual left turn lanes and accompanying signal modification. (See Appendix K (TIS), Figure 6-4 for the feasibility of adding these turn lanes through restriping rather than widening.)

With implementation of Mitigation Measures T-2, the impacted intersections would operate at and acceptable or better than horizon year base conditions as shown in Table 4.13-10.

**Table 4.13-10**
**Peak Hour Intersection LOS – Future with Project with Mitigation**

| No. | Intersection | AM | | | | | | | PM | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Horizon Year Base | | Horizon Year W/ Project | | Horizon Year W/ Project and Mitigation | | Δ | Horizon Year Base | | Horizon Year W/ Project | | Horizon Year W/ Project and Mitigation | | Δ |
| | | Delay (Sec) | LOS | Delay (Sec) | LOS | Delay (Sec) | LOS | | Delay (Sec) | LOS | Delay (Sec) | LOS | Delay (Sec) | LOS | |
| 12 | College Ave and University Ave | 63.9 | E | 66.1 | E | 40.7 | D | -23.2 | 67.6 | E | 72.2 | E | 56.5 | E | -11.1 |

Δ = change in average intersection delay between Horizon Year with project and mitigation and Horizon Year Base
Source: Fehr & Peers 2014

**Issue 2: Would the project result in addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?**

### Impact Thresholds

The impact would be significant if any freeway segment affected by the project would operate at LOS E or F under either direct or cumulative conditions, any delays above 15 minutes occur at any ramp meter location, and/or a substantial amount of traffic is added to an existing congested freeway segment, interchange, or ramp. Significant impacts would occur if the project exceeds the thresholds shown in Table 4.13-11.

**Table 4.13-11**
**Thresholds of Significance**

| Level of Service with Project[1] | Allowable Change Due to Project Impact[2] Freeways V/C | Freeways Speed (mph) | Ramp Metering Delay (min) |
|---|---|---|---|
| **E**[3] | 0.010 | 1.0 | 2.0 |
| F[4] | 0.005 | 0.5 | 1.0 |

[1] All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis.
[2] Delay = the average control delay per vehicle measured in seconds; V/C = Volume to Capacity ratio; mph = miles per hour, sec = seconds
[3] The allowable increase in delay at a ramp meter with greater than 15 minutes delay and freeway LOS E is 2 minutes.
[4] The allowable increase in delay at a ramp meter with greater than 15 minutes delay and freeway LOS F is 1 minute.
Source: City of San Diego 2011a

Based on the land uses and composition of trip generation estimates, fewer than 20 trips would utilize a freeway ramp in the area. As previously stated, the commercial uses would serve the local neighborhoods and would not draw regional customers. Only the residential portion of the project is anticipated to use freeway ramps. Therefore, the project would not result in the addition of a substantial amount of traffic to a congested freeway segment or metered freeway on-ramp. Impacts would be less than significant.

### Issue 3: Would the project result in an increased demand for off-site parking or in a substantial impact on existing parking?

### Impact Thresholds

City of San Diego Municipal Code parking requirements vary by land use and location. Noncompliance with the City's parking ordinance does not constitute a significant impact. However, it can decrease the availability of existing public parking in the vicinity of the project. Generally, a significant impact would occur if a project is deficient by more than 10% of the required amount of parking and at least one of the following occurs:

- The project's parking shortfall or displacement of existing parking would substantially affect the availability of parking in an adjacent residential area, including the availability of public parking.
- The parking deficiency would severely impede the accessibility of a public facility such as a park or beach.

**Impact Analysis**

Future Chollas Triangle Master Plan development would be designed to City standards and meet the City of San Diego Municipal Code minimum parking requirements. However, the current site plan is conceptual only and does not include a detailed parking program.

**Significance of Impacts**

Future Chollas Triangle Master Plan development would be designed to City standards and meet the minimum parking requirements. As such, the project would not be deficient by more than 10% of the required amount of parking or substantially affect the availability of residential or public parking or severely impede the accessibility of a public facility. Impacts would be less than significant.

**Issue 4: Would the project result in substantial alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas?**

**Impact Thresholds**

The impact would be significant if the project would result in a substantial restriction in access to publicly or privately owned land.

**Impact Analysis**

The project is not located on or adjacent to beaches, parks, or other open space areas aside from Chollas Creek.

The existing Mid-City Communities Plan recommends reducing the width of Chollas Parkway to a two-lane collector street between 54th Street and University Avenue. As an alternative, the Community Plan considers closing all or part of Chollas Parkway between 54th Street and

University Avenue, possibly using Lea Street as the connection between 54th and Chollas Parkway east of Lea Street.

The project would plan for the future vacation of Chollas Parkway and elimination of the T-intersections of Chollas Parkway and University Avenue, and Chollas Parkway and 54th Street to allow for the creation of new open space, recreation, and access to Chollas Creek. Local circulation would be facilitated by a new network of on-site streets connecting 54th Street and University Avenue and providing access to future park and open space area.

**Significance of Impacts**

The project would not result in substantial alterations to present circulation movements including effects on existing public access to beaches, parks, or other open space areas. Rather, the project would result in a beneficial impact. The project would allow for the creation of new open space and access to Chollas Creek. The project would also enhance local vehicular, pedestrian, and bicycle circulation with a new network of streets connecting 54th Street and University Avenue. Impacts would be less than significant.

**Issue 5: Would the project result in an increase in traffic hazards for motor vehicles, bicyclists or pedestrians due to a proposed, non-standard design feature? Would the project result in a conflict with adopted policies, plans, or programs supporting alternative transportation models (e.g., bus turnouts, bicycle racks)?**

**Impact Thresholds**

Impacts would be significant if the project increases traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed nonstandard design features such as poor sight distance or a proposed driveway onto an access-restricted roadway. Impacts would be significant if the project constructs a project or roadway that is inconsistent with the alternative transportation models adopted in the City's adopted policies, plans, and programs and would not properly align with other existing or planned roadways.

**Impact Analysis**

The project is designed as a transit proximate development that includes increased density, quality pedestrian facilities, bicycle parking, and other characteristics to reduce the number of single-occupant vehicle trips to and from the site.

Pedestrian Impacts

Consistent with the Street Design Manual and the Land Development Code, future development projects will be required to construct sidewalks along all sections of 54th Street and University Avenue and on all internal streets. Chollas Parkway would be removed and replaced with active and passive recreation uses along the adjacent creek. This would eliminate two intersections that are difficult for pedestrians to navigate and would provide a multi-use path linking future trail extensions along the Chollas Creek corridor. In addition, the project proposes a new signalized intersection of internal site streets at University Avenue and Promise Hospital driveway (Intersection 18). This location would provide a new opportunity for pedestrians to cross University Avenue and improve access to the existing bus stops on University Avenue east of 54th Street.

While the project would likely increase the number of people walking in the area, the accompanying pedestrian improvements would greatly enhance facilities and on-site connectivity.

Bicycle Facilities Impacts

Redevelopment of the site will require sufficient widening along the site frontage on 54th Street to provide continuous Class II bike lanes on 54th Street, including through the University Avenue intersection in both directions. Similarly, additional R-O-W should be provided, if needed, on University Avenue to accommodate bike lanes in both directions.

The City of San Diego Bicycle Master Plan calls for bicycle lanes on 54th Street and University Avenue and the construction of a multi-use path along the general alignment of Chollas Parkway adjacent to the creek. In addition, the North Park-Mid City Regional Bike Corridors project currently in development by SANDAG calls for bicycle lanes on University Avenue from Winona Street to the west to east of 58th Street. As previously stated, bicycle lanes are provided on sections of 54th Street but are not continuous.

The project land uses could be constructed on the site without changing the current bicycle facilities and would not conflict with the planned improvements. However, to accommodate the planned facilities, redevelopment of the site shall be required to include sufficient widening on 54th Street to provide continuous Class II bike lanes on 54th Street including through the University Avenue intersection in both directions. Modification of the center raised median on 54th Street north of Lea Street would provide adequate width. Similarly, additional R-O-W should be provided, if needed, on University Avenue to accommodate bike lanes in both directions.

Future development projects in the project area will be required, pursuant to the Land Development Code, to provide convenient and secure parking to encourage residents, employees, and patrons of local businesses to ride to and from the project site. Similarily, pursuant to the Land Development Code, to future projects shall prrovide bike racks at several locations throughout the site for the commercial and park uses, as well as residential bike parking within the units or incorporated into the on-site vehicle parking areas.

Implementation of the project would benefit bicycle travel on both fronting roadways be reducing the number of driveways and the number of potential conflict points for bicyclists and pedestrians. The eight existing curb cuts on University Avenue would be reduced to two, and the three existing driveways/alleys on 54th Street would be reconfigured. With the additional width to accommodate bike lanes, the addition of a multi-use trail along Chollas Creek, and on-site bike parking, the project would benefit bicycle travel in the area.

Transit Impacts

The project revises the existing circulation element to remove an obstacle, the merging of Chollas Parkway and 54th Street and University Avenue, to allow for the establishment of an accessible, multi-modal network. Future development projects will be required, pursuant to the new community plan policies included in the CPIOZ (a project component), to provide adequate space to accommodate an enhanced transit plaza at the southwest corner of 54$^{th}$ Street and University Avenue. The project, therefore, is expected to enhance access to transit.

**Significance of Impacts**

The project would not result in an increase in traffic hazards for motor vehicles, bicyclists, or pedestrians due to a proposed nonstandard design feature. Impacts would be less than significant.

The project would not result in a conflict with Bicycle Master Plan, adopted policies, plans, or programs supporting alternative transportation models. Impacts would be less than significant.

**Issue 6: Would the project result in a substantial impact upon existing or planned transportation systems?**

**Impact Thresholds**

Impacts would be significant, if project would have a substantial impact upon existing or planned transportation systems including MTS and other multi-modal systems.

**Impact Analysis**

The project is designeated as a Neighbourhood Village; it includes community plan policies and implementing regulations that require pedestrian focused site planning and design, adequate and conveniently located bicycle parking, an enhanced transit plaza, and a mix of land uses to increase pedestrian and transit trips to reduce the number of single-occupant vehicle trips to and from the project site. As previously discussed, the project would substantially impact roadway segments and intersections but would have a net benefit effect on pedestrian and bicycle facilities and transit services.

**Significance of Impacts**

As previously discussed, the Mid-City Communities Plan projects future daily volumes to be 25,000 along University Avenue while the project would result in 29,730 ADT on this segment as identified in Figure 4.13-8 (Roadway Horizon Year Plus Project) which results in a slight increase in traffic along University Avenue.

Overall, the project would generate 10,062 driveway daily vehicle trips with 587 trips occurring during the AM peak hour and 1,188 trips occurring during the PM peak hour, and 7,218 cumulative daily vehicle trips with 488 trips occurring during the AM peak hour and 822 trips during the PM peak hour. Even though the Mid-City Communities Plan recommends the closure of Chollas Parkway between 54th Street and University Avenue, the project would generate traffic in excess of the specific community plan allocation. As discussed in Issue 1, the implementation of Mitigation Measures T-1 and T-2 would reduce the impacts of one roadway segment and one intersection to less than significant. Impacts to Collwood Boulevard between Montezuma Road and 54th Street roadway segment, and 54$^{th}$ Street and El Cajon Boulevard intersection would be significant and unmitigated.

Additionally, the project would not be expected to be deficient by more than 10% of the required amount of parking or substantially affect the availability of residential or public parking or severely impede the accessibility of a public facility as future developments would be designed to City parking standards for typical land use operations. Impacts would be less than significant.

The project would enhance the existing site and promote multi-modal access and connectivity from University Avenue to Chollas Creek. The project would recommend the future vacation of Chollas Parkway and elimination of the T-intersections of Chollas Parkway and University Avenue and Chollas Parkway and 54th Street to allow for the creation of new open space, recreation, and access to Chollas Creek. Local circulation would be facilitated by a new network

of on-site streets connecting 54th Street and University Avenue. Impacts would be less than significant.

The project would likely increase the number of people walking, biking, and using transit in the area. Implementation of the project would benefit bicycle travel on both fronting roadways be reducing the number of driveways and the number of potential conflict points for bicyclists and pedestrians. The accompanying pedestrian improvements would greatly enhance facilities and on-site connectivity. The project would increase the number of transit patrons using the existing routes serving the site.

No bicycle, pedestrian, or transit impacts are anticipated provided the project incorporates adequate widening on the project frontage on University Avenue and 54th Street to accommodate planned bicycle facilities and potential transit stop modifications. Thus, multi-modal impacts of the project are expected to be less than significant.

### 4.14.3 Mitigation, Monitoring, and Reporting

**Roadway Segments**

**Measure T-1: University Avenue between 54th Street and 58th Street:** Provide a raised median from 54th Street to 58th Street, satisfactory to the City Engineer. This intersection improvement project is identified in the Mid-City PFFP (T28 & T30).

**Intersections**

**Measure T-2: College Avenue and University Avenue:** Restripe the southbound and northbound approaches to provide dual left turn lanes and modify the traffic signal accordingly, satisfactory of the City Engineer. This project will also provide for Class III bicycle lanes on College Avenue north of University Avenue. Project significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This intersection improvement project is identified in the Mid-City PFFP (T30 & B2).

# 4.14 VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

This section evaluates the visual aspects of the project, including the project's light, glare, and shading; height, bulk, and scale; architectural design; landscape impacts; and consistency with relevant City development standards of the Mid-City Communities Plan Design Element and existing patterns of development in the surrounding area.

## 4.14.1 Existing Conditions

### Visual Setting and Site Characteristics

The project site is located in a developed section of the Eastern Area neighborhood of the Mid-City Communities Plan between the communities of El Cerritos Heights to the north and Darnall to the south. The project site exhibits a variety of older commercial, retail, institutional, and residential uses. The project site currently has a 21-unit apartment complex, three single-family residences and approximately 115,000 square feet of nonresidential uses which include: a large big box retail (such as Kmart) (the largest use in the project site), an SDG&E electric substation, a teen challenge center, a gas station, a restaurant/ballroom, a church, a bookstore, a used car facility, and a liquor store. The area also contains a vacant/undeveloped portion north of Chollas Parkway. The majority of the structures in the project site are housed in older one- to two-story buildings that are dated in appearance and lacking a common architectural theme that results in a visually inconsistent character for the area.

### Existing Landforms

The project site topography is sloped with a range in elevation of 25 to 50 feet. The existing mesas located to the north, south, and west are visible from the area and surrounding developments. There is an existing slope at the terminus of Lea Street, along the undeveloped portion of the project site (north of Chollas Parkway) that is visible from the multi-family south residences to the south. There are no highly distinct or prominent natural landforms in the project site.

### Neighborhood Character / Architecture

The project site is located in an older developed area and is distinguished by the hilly topography and mesas located throughout the community. In general, the neighborhood visual character is that of a post 1950s neighborhood with modest architecture that was developed to cater to the automobile and not the pedestrian. The neighborhood character and the associated visual quality of these uses are described below.

The aesthetic character of most of the existing residential developments dates back to architecture and development patterns of the 1950s and 1960s and consists of one- to two-story structures. The multi-family structures are generally two to four stories built in the 1950s with a few exceptions, including one project currently under construction, north of the project site on the east side 54th Street. The existing commercial, retail, industrial, and institutional uses are older, low-profile one- to two-story structures that have minimal architectural features or details and lack architectural consistency. There is not a single, predominant architectural style that identifies the community, but more of a variety of modestly designed buildings. Although some areas surrounding the project site have experienced an increase in redevelopment activity during the last several years, several areas in the community are in need of revitalization.

The area is also characterized by the existing Chollas Creek located immediately south of the project site. Chollas Creek provides a natural landscape feature to the visual character of the area. As stated above, Chollas Creek is a key amenity of the community and maintaining views to the creek is an important objective of the project.

**Views**

Direct views into the project site would be from motorists and pedestrians along 54th Street and University Avenue, including some views into Chollas Creek. There are also views into the project site from Chollas Parkway and Chollas Creek to the south. More distant views into the area are from the east and northwest.

The project identifies the intersection of University Avenue and 54th Street, and University Avenue as important viewsheds as they are intended to be designed as active pedestrian zones that would have attractive streetscapes and architecture, and promote pedestrian activities,

Chollas Creek is also identified as a predominant feature of the project site. It is identified in the MCCP, Chollas Creek Enhancement Program and the project to be enhanced and restored as a focal point to help create an identity for the community. The future vacation of Chollas Parkway would allow the development of Chollas Park, which is also identified as a key recreational amenity that would provide additional open space and add a more natural aesthetic quality to the area.

The existing grades slope to the south and east with an existing grade difference of 25 feet to 50 feet between University Avenue and Chollas Creek. The project site is uniquely configured as it is bound by public roadways on all sides (54th Street to the west, University Avenue to the north, and Chollas Parkway to the south and east), and Chollas Creek adjacent to and south of Chollas Parkway. The surrounding development and the project site have existing buildings, parking lots

and street lighting. The project site does not have any other night-lighted areas, nor does it have nearby areas of glare or shading from buildings. Minimal street trees are located along the perimeter of the developed portions of the project site and a turf area is located at the corner of 54th Street and University Avenue. Interior landscaping is also located at the residential uses, electrical substation, and teen challenge office building.

Due to the disturbed nature of the project site and the absence of natural landforms or vegetation (besides the ornamental perimeter and interior trees and landscaping), the visual quality of the project site is considered low.

### 4.14.2 Regulatory Framework

#### State Regulations

The project is not located within a state scenic highway and would not result in visual impacts to any visual resources within a state scenic highway.

#### Local Regulations

There are several local plans and regulations in that would be utilized to regulate the future development facilitated by the project and are discussed in detail below.

General Plan

The City of San Diego General Plan contains elements that address public views including potential impacts on excessive grading or grading of steep slopes. The General Plan's Conservation Element and the Urban Design Element contains policies for development adjacent to natural features and park lands in the General Urban Design section that require grading to be minimized to maintain the natural topography (policy UD-A.3). The Urban Design Element's policies for Mixed-Use Villages and Commercial Areas also direct new development projects to maintain public views, ensure new development is not visually intrusive to a community, and improves the quality of life through attractive new development and streetscapes.

Mid Cities Community Plan Visual Quality/ Community Character Guidelines

The Mid-City Communities Plan (City of San Diego 1998b) Natural and Cultural Resources Element (Visual Resources) and Urban Design Element contain the goals, recommendations, and urban design objectives that relate the visual quality and community character. The following goals, recommendations, and objectives of the Mic-City Communities Plan are relevant to

project aesthetics and would be applied to future development projects within the Chollas Triangle:

*Visual Resources*

The Visual Resources Element states "Several streets and other public areas offer framed public views of panoramic aesthetic features such as open space areas or significant architecture. In addition, many of the streets on the Mid-City mesa top afford panoramic views of the mountains to the east and the bay and coastline to the west and south."

Goals

- Ensure that new development preserves and enhances framed public views of existing aesthetic resources such as parks and community landmarks.
- Preserve and enhance panoramic public views of the bay, open spaces, and mountains from street ROWs and other public areas.

Recommendations

- Review development proposals to protect and preserve significant framed and panoramic public views within the community.
- Preserve and enhance privately owned local landmarks offering framed views from public vantage points.
- Work with the City to identify sites with significant panoramic public views for potential public acquisition.
- Continue undergrounding utilities on view corridors.

*Urban Design Element*

The Urban Design Element states "Reestablish Mid-City's major streets as great boulevards where vehicular circulation complements, rather than dominates, other activities such as strolling, shopping, living and working."

Goal

- To create a pedestrian-oriented urban village accommodating commerce, cottage industry and higher-density residential uses.

Recommendations

- New development should be compatible with the historic ethnic character of the neighborhood.
- Encourage new development to provide plazas and public seating areas at major intersections.
- Develop 54th Street at University Avenue as a Crossroads.
- In commercial areas, the first floor of buildings should be carefully set back from intersections to create large public areas at the corner.
- In residential areas, building setbacks at intersections should be maintained to allow for greater visibility. Setbacks should be landscaped.
- Good lighting conditions have to be provided to enhance vehicular and pedestrian visibility.
- Buildings should have prominent features that are viewed from far away, such as towers and clocks that can be used as orientation beacons.
- Encourage development of park areas at street ends where additional land can be consolidated by street closures combined with land acquisition.

### 4.15.3 Impact Analysis

**Issue 1: Would the project block public views from designated open space areas, roads, or parks or to significant visual landmarks or scenic vistas (Pacific Ocean, downtown skyline, mountains, canyons, waterways) and result in a significant impact?**

**Impact Thresholds**

Per the City's significance determination thresholds, view impacts may be significant if one or more of the following conditions apply:

a. The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program. Minor view blockages would not be considered to meet this condition;

b. The project would cause substantial view blockage from a public viewing area of a public resource (such as the ocean) that is considered significant by the applicable

community plan. Unless the project is moderate to large in scale, condition "c" would typically have to be met for view blockage to be considered substantial;

c. The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage from a public viewing area;

d. The project would have a cumulative effect by opening up a new area for development, which would ultimately cause "extensive" view blockage. Cumulative effects are usually considered significant for a community plan analysis, but not necessarily for individual projects. Project level mitigation should be identified at the community plan level. View blockage would be considered "extensive" when the overall scenic quality of a visual resource is changed; for example, from an essentially natural view to a largely manufactured appearance.

Note: Views from private property are not protected by CEQA or the City of San Diego.

**Impact Analysis**

The visual resource goals and policies of the General Plan, MCCP and CPIOZ would ensure that new development preserves and enhances framed public views of aesthetic resources such as parks and community landmarks, and to frame views into the project site, to Chollas Creek and the mesa. The triangular shape of the project site is centrally located with development on all three sides (including Chollas Creek to the south) so views into and from the area are important. Further, the Visual Resources Section of the Natural and Cultural Resources Element and the Urban Design Element of the MCCP contain specific urban design goals and recommendations that address site design, building height, screening, lighting, and architecture of future development on the site to ensure views of the future park, Chollas Creek, and the mesa are maintained while allowing for the development of the project.

Additionally, the project establishes the Community Plan Implementation Overlay Zone (CPIOZ), Type-B to refine and help implement the policies of the Community Plan and the CC-3-5 zone applied to lands designated Neighborhood Village. The CPIOZ would provide supplemental design guidelines and development regulations to ensure that future development proposals are reviewed for consistency with the use, design, and development criteria that have been adopted for the site as part of the community plan amendment process. The CPIOZ "Type-B" requires a discretionary permit (Site Development Permit, Process Three) and allows for a maximum of 486 multi-family dwelling units, 130,000 square feet of non-residential development and building heights that do not exceed 65 feet within project site

The CPIOZ also contains specific language to regulate future development to ensure important views into the site are maintained by requiring buildings to be located and orientated to frame views into the site and to the creek. The overlay also recommends special uses and public spaces to be located to take advantage of views adjacent to canyons and hillsides.

The following urban design and mobility recommendations would also be applied to all development projects within the project site:

- Encourage signature architecture at major view corridors to establish a unique identity for Chollas Triangle.
- Incorporate green infrastructure (pervious paving, flow through planters, bio-retention swales, etc.) as a means to cleanse storm water run-off prior to entering Chollas Creek.
- Minimize urban heat island affect through building design, roof design and site landscaping.
- Design lot and blocks to encourage a pedestrian-scale development pattern.
- Utilize topography to enhance views and minimize grading.
- Locate parking behind buildings or in park decks.
- Utilize topography to enhance prominent views into and out of the site.
- Development along the western edge should maintain a north/south orientation and form to provide views to Chollas Creek and allows for a large public plaza with the potential for a special use site at the edge of the park.
- Lea Drive to connect to 54th Street to University Avenue at the existing Promise Drive location, creating a highly visible and accessible open space.
- Buildings should front Lea Drive to take advantage of creek and park views and provide informal observation on the park.
- Provide breaks in the roofline of new development to allow for views through the project.
- Provide balconies and public seating opportunities to take advantage of the creek and park views.

The design of future development projects facilitated by this Community Plan Amendment and rezone would be required to adhere to the visual design and character requirements and recommendations so that important views would not be blocked or obstructed, and appropriate scaling, mass, and height of buildings is achieved. The Site Development Permit (SDP) Process

Three would ensure that visual continuity of architectural styles and development patterns, and views framing Chollas Creek, are established consistent with the CPIOZ for Chollas Triangle.

**Significance of Impacts**

For the reasons detailed above, the project would not substantially block a view through a designated public view corridor, or cause substantial view blockage from a public viewing area of a public resource, exceed the allowed height or bulk regulations, or result in a substantial view blockage from a public viewing area. The revised MCCP and new CPIOZ would ensure that the project enhances, creates and protects public corridors and views into the site and to future park and Chollas Creek. The project site would not have a cumulative effect or open up a new area for development that would cause extensive view blockage. Therefore; potential view impacts as a result of the project would not occur.

### 4.14.4 Mitigation, Monitoring, and Reporting

No mitigation measures would be required.

### 4.14.5 Impact

**Issue 2: Would the project severely contrast with the surrounding neighborhood character or architecture?**

**Impact Thresholds**

According to the City's Significance Determination Thresholds, the project may have substantial impacts to neighborhood character or architecture, or have a negative visual appearance if one or more of the following conditions apply:

- The project exceeds the allowable height or bulk regulations, and the height and bulk of the existing patterns of development in the vicinity of the project by a substantial margin.
- The project would have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme (e.g., Gaslamp Quarter, Old Town).
- The project would result in the physical loss, isolation or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) that is identified in the General Plan, applicable community plan, or Local Coastal Program.

- The project is located in a highly visible area (e.g., on a canyon edge, hilltop, or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections.
- The project would have a cumulative effect by opening up a new area for development or changing the overall character of the area (e.g., rural to urban, single-family to multi-family). As with views, cumulative neighborhood character effects are usually considered significant for a community plan analysis, but not necessarily for individual projects.

**Impact Analysis**

The project site is currently underdeveloped with one- to two-story older buildings dating back to the 1950s. The San Diego Regional Enterprise Zone identifies the area as needing physical, social, and economic revitalization. The project, the amended MCCP and adoption of the CPIOZ for Chollas Triangle, creates new goals, policies, objectives, and principles to ensure the area develops as a healthy, sustainable, walkable urban village that reflects and captures the heritage of the community, and improving the visual aesthetics of the area.

The MCCP and the Chollas Creek Enhancement Plan also identify Chollas Creek as a community amenity to be enhanced and preserved to provide recreational opportunities for the residents and improve the biological resources within the creek consistent with the Chollas Creek Enhancement Program.

Many of the surrounding areas are also in need of revitalization. The character of the surrounding neighborhood varies from older 1950s architecture of primarily one to two stories to newer three- to four-story residential structures. The surrounding area is not characterized by a singular architectural style, character, or a type of building material. The project would allow for an increase to the existing height, bulk, and massing that currently exist in the project site. However, the MCCP and applied zoning also allow future development to increase in height, bulk, and massing under the existing land use designation.

The project would allow for future development to result in structures that are taller and more expansive in size than many of the structures on and surrounding the project site. The project allows for building heights of 1-3 stories along University Avenue for commercial/mixed-use buildings, and residential developments of 4-5 stories within the southern portion of the project site and along the park. Existing grades within the project site slope to the south and east, with a grade difference of 25’-50’ between University and Chollas Creek. The location of taller buildings at the lower site elevations will minimize both the effect of higher buildings on the

surrounding neighborhoods, and the formation of a potential 'building canyon' along University Avenue. Additionally, a north-south connection, identified in the project, is intended to serve as a prominent connection from University Avenue to Chollas Creek Park, providing views to Chollas Creek from University Avenue.

The Visual Resources section of the adopted MCCP identifies University Avenue as a visual resource that offers framed public views of the mountains to the east. The MCCP directs new development to preserve and enhance framed public views of aesthetic resources such as parks and community land marks. The development of 1-3 story buildings along University Avenue within the project would not adversely affect views of the mountains to the east.

Future development would not appear overly massive or out of place within the existing urbanized setting. While an increase in the amount of overall development, including the size and massing of structures, would be a visual change from the existing development in the project site, urban design building and site design policies would preclude future development from resulting in a stark contrast or from or substantially exceeding typical development patternsin the surrounding visual environment. The project requires a minimum of 70% of the ground floor street wall shall be developed with commercial uses along University Avenue, and buildings to meet the identified build to line in order to establish a consistent street wall and encourage a commercial frontage along University Avenue. This would serve to promote University Avenue as a strong commercial corridor as discussed in the Urban Design Element of the MCCP.

Consistent with General Plan policy to reduce the amount and visual impact of surface parking lots, the Urban Design guidelines recommend project design include, where feasible, tuck under parking, underground parking, or parking structures, to minimize the visual impact of parking lots on surrounding uses. Additionally, a 50 foot setback distance is maintained from the creek edge, and the proposed Lea Street provides a multi-modal connection that provides access to park and open space uses while serving as an additional buffer from new development to the creek. This would be consistent with the Urban Design Element of the General Plan, which states that development adjacent to natural features be designed in a sensitive manner to highlight and complement the natural environment in areas designated for development.

As described above, future development projects would be required to go through the City Site Development Permit (SDP) Process Three as part of the discretionary permit review and approval process. LDC Section 126.0504 *Findings for Site Development Approval* require that a project not adversely affect the applicable Land Use Plan. This permit process, therefore, would ensure that future projects would be visually compatible with the surrounding neighborhood character and utilize appropriate architecture, materials, and development patterns consistent with the guidance and regulations in the MCCP and CPIOZ for Chollas Triangle. These height

restrictions and urban design site planning policies would reduce potential visual impacts associated with excessive structure size, scale, and massing of future development, and would create and protect views to Chollas Creek.

The requirements of the existing planning documents, and project components, the new plan policies and regulations and the subsequent discretionary review process, would ensure architectural styles, materials, and colors are selected that create an urban village that complements the community heritage and vision as identified in the MCCP Chollas Triangle Section and CPIOZ Type-B, resulting in an improved the visual character and aesthetics of the community.

**Significance of Impacts**

All future development projects facilitated by the project would be required to adhere to the requirements of the MCCP and the Land Development Code (CPIOZ Type-B) regarding bulk, mass, height, and site design that guide and direct the desired visual environment for the community. Specifically, the policies of the Land Development Code (CPIOZ Type-B) would reduce the negative visual effects associated with existing areas that exhibit a disorganized land use pattern and architecture, and would create regulations and guidelines to create a vibrant and visually aesthetic neighborhood village. The project would ensure established views into the site, the mesa and the Chollas Creek are established; thereby, improving overall community character. Project implementation would not seriously contrast with surrounding neighborhood or architecture due to visual contrast, or degrade the community, and would a have less than significant neighborhood character impact.

### 4.14.6 Mitigation, Monitoring, and Reporting

No mitigation would be required.

### 4.14.7 Impact

**Issue 3: Would the project significantly alter the natural landform?**

**Impact Thresholds**

According to the City's Significance Determination Thresholds, land form alterations may be significant if one or more of the following apply:

a. The project would alter more than 2,000 cy of earth per graded acre by excavation or fill. Grading of a smaller amount may still be considered significant in highly scenic or environmentally sensitive areas.

    1) The project would disturb steep hillsides in excess of the encroachment allowances of the Environmentally Sensitive Lands Regulations (LDC Chapter 14, Article 3, Division 1). In evaluating this issue, environmental staff should consult with permit staff.

    2) The project would create manufactured slopes higher than 10 feet or steeper than 2:1 (50%).

    3) The project would result in a change in elevation of steep hillsides as defined by the San Diego Municipal Code Section 113.0103 from existing grade to proposed grade of more than 5 feet by either excavation or fill, unless the area over which excavation or fill would exceed 5 feet is only at isolated points on the project site.

    4) The project design includes mass terracing of natural slopes with cut or fill slopes in order to construct flat-pad structures.

**Impact Analysis**

The future development of the project site would be regulated by the City of San Diego General Plan, MCCP, Land Development Code including the CPIOZ Type-B, and the MSCP Subarea Plan which regulates the development of environmentally sensitive lands. However, the existing project area has largely been previously graded and the bulk of the site adjacent to the creek is level.

The General Plan contains polices that minimize potential impacts of grading. Conservation Element (CE-B 2) limits grading and alterations of steep hillsides, cliffs and shoreline to prevent increased erosion and landform impacts. The Urban Design Element UD-A.3 also contains several polices regulating potential impacts of grading including: minimize grading to maintain the natural topography, while contouring any landform alterations to blend into the natural terrain; utilize variable lot sizes, clustered housing, stepped-back facades, split-level units or other alternatives to slab foundations to minimize the amount of grading; and consider terraced homes, stepped down with the slope for better integration with the topography to minimize grading in sensitive slope areas.

The Environmentally Sensitive Lands (ESL Code, Section 143.0101) contains regulations to limit development of floodplains, sensitive biological areas including wetlands, steep hillsides, canyons, and coastal lands and also establishes limits on grading and alterations of steep

hillsides, cliffs and shoreline to prevent increased erosion and landform impacts. In addition the City's MSCP Subarea Plan additionally provides MHPA Land Use Adjacency Guidelines, which aim to avoid or reduce significant indirect impacts from adjacent uses including grading and development. New development projects adjacent to the MHPA would be required to address means of reducing indirect impacts through implementation of the MHPA Land Use Adjacency Guidelines.

In addition, the CPIOZ Type-B contains the following Urban Design recommendations that would govern the future development that would minimize impacts of site disturbance and grading:

- Utilize topography to enhance views and minimize grading.
- Utilize topography to enhance prominent views into and out of the site.
- Where feasible, tuck under parking, underground parking, or parking structures should be situated into the existing topography to minimize visual impact on surrounding uses.
- Incorporate green infrastructure (pervious paving, flow through planters, bio-retention swales, etc.) as a means to cleanse storm water run-off prior to entering Chollas Creek.

**Significance of Impacts**

The regulations of the planning documents and urban design guidelines would be implemented to limit the amount of grading required to develop the project site. Moreover, associated grading of future development projects allowed by this project would require subsequent City review and approval, and would be required to adhere to the grading and landform alteration regulations pursuant to Chapter 12 of the San Diego Municipal Code, 2010 California Building & Residential Code – Grading Requirements, MSCP Subarea Plan and MHPA Land Use Adjacency Guidelines. Therefore, compliance with the City grading regulations, Land Development Code (CPIOZ Type-B), and MCCP would ensure impacts to the natural land form would be less than significant.

**Issue 4: Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?**

**Impact Thresholds**

According to the City's Significance Determination Thresholds, light, glare, and shading impacts may be significant if the project would:

- Be moderate to large in scale, more than 50% of any single elevation of a building‘s exterior is built with a material with a light reflectivity greater than 30% (see LDC Section 142.07330(a)), and the project is adjacent to a major public roadway or public area.
- Shed substantial light onto adjacent, light-sensitive property or land use, or would emit a substantial amount of ambient light into the nighttime sky. Uses considered sensitive to nighttime light include, but are not limited to, residential, some commercial and industrial uses, and natural areas.

**Impact Analysis**

The surrounding development and the project site have existing building lighting and street lighting. The existing uses in the project site and in the surrounding areas have standard lighting sources, including security lighting in parking lots, landscape lighting, street lighting, and exterior structure lighting. There are no significant sources of light, glare, or shading in the project site under the existing conditions.

There are three existing single-family and 21 multi-family residences in the project site, and new residential uses would likely result from future development under the project. Appropriate lighting would be planned for safety and security, and visual enhancement of landscaping and structures; however, the new lighting would be designed with proper placement and down-shielding per City requirements to minimize potential for light spill onto adjacent sensitive properties or into the night sky.

The project could result in three- to four-story buildings in the project site that would emit additional light and create shaded areas, though not to the extent that the neighborhood is impacted by excessive light and shading conditions. The lighting that would result with future development is assumed to be typical lighting associated with urban uses, such as security and landscape lighting. No sources of glare, other than reflections of sunlight off windows, are noticeable in the surrounding area and would comply with the San Diego Municipal Code, Chapter 14, Article 2, General Development Regulations for outdoor lighting requirements. In addition, all future buildings would be required to comply with the LDC Section 142.07330(a)) which regulates a building’s exterior use of material with a light reflectivity greater than 30% to minimize potential glare on the adjacent public roadways, the future Chollas Park, or other interior public spaces within the project site.

The amended MCCP Chollas Triangle Section requires buildings to face the park to create a strong connection to the open space and to promote informal observation of public spaces. Some buildings would face Chollas Creek. As identified in the Biological Technical Report (BTR) prepared for the project, the MSCP requires land uses adjacent to the MHPA be managed to ensure minimal impacts to the MHPA. The MSCP has adjacency guidelines intended to minimize impacts and maintain the function of the MHPA and would be applicable to the project and future activities within the project site:

- Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with noninvasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting.

The BTR also indicates that temporary direct and indirect impacts to sensitive biological resources could occur during construction of future projects, including an increase in lighting. To further avoid and minimize impacts that could result from implementation of future projects, the BTR includes the following recommendation for lighting adjacent to the creek:

- Provide the minimum amount of light needed for safety in park space adjacent to Chollas Creek and avoid lighting in open space along the creek corridor; and shield and direct park space lighting toward the ground to minimize wildlife disruption.

All future development would be required to comply with the lighting recommendations of the MSCP so that impacts from lighting on the MHPA are minimized.

**Significance of Impacts**

The project would comply with San Diego Municipal Code, Chapter 14, Article 2, General Development Regulations for outdoor lighting requirements, the MSCP Subarea Plan; and mitigation measures contained in Section 4.2, Biological Resources. Therefore, project impact from light, glare, and shading would be less than significant.

### 4.14.8 Mitigation, Monitoring, and Reporting

No mitigation would be required.

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# CHAPTER 5.0
# SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

As the site is already developed with a variety of urban uses, irreversible environmental changes caused by the project would result primarily from the consumption of nonrenewable resources for the construction of buildings and from the consumption of energy and water for the operation of the residential, mixed-used commercial, and retail uses on-site. The project site is to be developed in an area of existing urban uses and would be consistent with the City of Villages strategy of the General Plan to direct new development to infill sites and mixed-use centers with convenient access. The project site is shown as a location with a "Medium to Medium-High Propensity" for urban village development in Figure 2.4-1 of the City General Plan. While the project represents a commitment of resources, the project location provides advantages for reduced consumption of energy resources over the long term that would be less likely to be achieved by providing the same number of housing units at a lower density in a more suburban location with less proximity to employment centers and transit, and without neighborhood services and recreational amenities within walking distance.

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# CHAPTER 6.0
# GROWTH INDUCEMENT

As required by CEQA Guidelines, Section 15126.2, an EIR must include analysis of ways in which the project could foster economic or population growth, either directly or indirectly, in the surrounding area. The growth inducement analysis must address (1) the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly in the surrounding environment; and (2) the potential for the project to encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. This second issue involves the potential for the project to induce further growth or remove obstacles to growth by the expansion or extension of existing services, utilities, or infrastructure (i.e., a major expansion of a waste water treatment plant might allow for more construction in service areas). The State CEQA Guidelines Section 15126.2(d) further states that "[i]t must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."

## Short-Term Growth Inducement

In the short term, the modifications to the land use designations and general plan amendment and rezone could promote and result in the development of new mixed-use projects in the project site. During construction of potential new projects that would be allowable under the proposed land use changes, demand for various construction trade skills and labor would increase. In general, this demand would likely be met by the local labor force available for typical construction projects and would not require a substantial number of nonlocal workers or cause an increased demand for temporary or permanent local housing. The associated demand for goods, services, and products would not be of the magnitude to create the need for new supply services or substantially increase those services currently found in the local economy. Accordingly, no associated substantial short-term growth-inducing effects would result.

## Long-Term Growth Inducement

The land use changes to the Mid-City Communities Plan and General Plan amendment and rezone to the Chollas Triangle site is specifically intended to allow for the project site to develop as a mixed-use neighborhood village and implement the General Plan City of Villages strategy. The project is intended to create a healthy and sustainable urban environment by allowing a land use mix and density that provides for residences, retail, and employment in proximity to each other and enhances pedestrian connectivity with expanded transit and recreation opportunities.

The existing designations on the project site, including Commercial Mixed Use and Industrial, currently allow for development to occur on-site and are not an obstacle to growth (as Open Space or other land preserving designations might be). The proposed change to the Neighborhood Village land use designation is consistent with the General Plan designations and the project would incorporate revised community plan policies to guide the implementation of a multi-modal neighborhood village with an integrated mixture of residential, commercial, retail and civic uses on the site. Thus, the change in land use designations and zoning does not remove an existing obstacle to growth.

The project would allow for up to 486 new dwelling units and 130,000 square feet of nonresidential uses. Over time, this could result in a net increase of 459 new dwelling units and 15,000 square feet compared to what currently exists on the project site. The project, therefore, would accommodate anticipated population growth and support the demand for additional commercial and retail development.

New project site residents may stimulate economic growth in the area by purchasing goods and services from the new and existing retail/commercial businesses in the surrounding project area. However, the effects of that growth would be consistent with long-term City planning goals and would implement the General Plan City of Villages strategy. While the land use changes, General Plan amendments, and rezoning may serve to direct future growth specifically into the Chollas Triangle site, this population and economic growth is currently anticipated and would not be newly fostered or induced by the project. As shown in the SANDAG growth projections presented in Chapter 7, Cumulative Impacts, the population of the Mid-City Communities is expected to increase approximately 42% by 2050 and housing is anticipated to increase approximately 41% in the same timeframe. Additionally, employment in the community planning area is forecasted to increase approximately 32% by 2050. Without the project, this forecasted growth would occur regardless and would be accommodated throughout other areas of the Mid-City communities planning area and City. Rather than creating or inducing new growth, the project serves to direct the location and type of development based on land use planning concepts that to promote sustainable, transit-oriented neighborhood villages with a variety of affordable housing types and accessible open space recreation.

The project would not remove an obstacle to growth or expand public services to accommodate additional economic or population growth. While several roads may be realigned or redesignated to serve the Chollas Triangle site as part of the project, roadways already exist throughout the project site and the realignments would simply act to improve access to the area, accommodate anticipated traffic flows and patterns, and support a neighborhood village concept rather than add new access to a previously unserved area.

The project site is fully served by public infrastructure and does not propose to extend new infrastructure or increase the capacity of public services, such as water or sewer, in excess of what is necessary to adequately serve the project site. Additionally, surrounding areas are generally developed with existing urban uses and the overall area is currently served by public infrastructure.

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# CHAPTER 7.0
# CUMULATIVE IMPACTS

The CEQA Guidelines define cumulative effects as "two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts." The Guidelines further state that the individual effects can be the various changes related to a single project or the changes involved in a number of other closely related past, present, and reasonably foreseeable probable future projects (CEQA Guidelines Section 15355).

CEQA Guidelines Section 16130(b)(1) allows for the use of two alternative methods to determine the scope of the projects for the cumulative impact analysis:

- List Method–A list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the agency.
- Regional Growth Projections Method–A summary of projections contained in an adopted general plan or related planning document that is designed to evaluate regional or area wide conditions.

This cumulative analysis uses buildout assumptions of the SANDAG 2050 Regional Growth Forecasts on a subregional level that includes the City's General Plan buildout projections. The use of this method is appropriate because it would describe the impacts of growth from a long-term perspective that would be less subject to short-term fluctuations in economic conditions and land development cycles. It accommodates a greater projection of population and development growth assumed under long-term land use planning than a list of known or anticipated future projects. Therefore, the Regional Growth Projections Method analyzes cumulative impacts of the project over a long time span with continued growth and development. This method is appropriate as the project analyzed in this EIR involves land use changes and revisions to planning documents, rather than a specific proposed development project. A variety of projects over a period of time could implement the proposed land use changes and, thus, consideration of regional growth is most suitable for cumulative analysis.

**Regional Growth Forecast**

SANDAG estimates regional growth for the purpose of planning and public policy development. Regional growth forecasts provide an extensive analysis of regional economic and demographic conditions and contain estimates and forecasts of employment, population, and housing. SANDAG works with local jurisdictions to understand existing land use plans, which become an

input to a subregional, or neighborhood-level, forecast model that utilizes data on existing development, future land use plans, proximity to existing job centers, past development patterns, and travel times to project where growth is likely to occur in the future. The most recent SANDAG growth projection is the 2050 Regional Growth Forecast.

SANDAG projections are available by countywide, city, major statistical areas, subregional areas, and community planning areas. Table 7-1 shows the current estimates and future 2050 projections for population, housing, and employment for the Mid-City: Eastern Area community planning area and the City. The population of the Eastern Area is expected to increase approximately 68% between 2013 and 2050 to approximately 63,432 persons, compared to the entire City's population, which is expected to increase by approximately 47%. The Eastern Area is expected to experience a higher increase (69%) in housing units between 2008 and 2050 compared to the City (39%). Additionally, the Eastern Area is expected to experience a greater increase (32%) in employment growth than the entire City (21%) from 2008 to 2050.

**Table 7-1**
**Projections for the City of San Diego and the Mid-City: Eastern Area**

| | Total Population | | Total Housing Units | | Total Employment[1] | |
|---|---|---|---|---|---|---|
| | 2013 | 2050 | 2013 | 2050 | 2008 | 2050 |
| City of San Diego | 1,326,238 | 1,945,569 | 518,137 | 722,280 | 821,521 | 1,042,649 |
| Mid-City: Eastern Area | 37,796 | 63,432 | 13,704 | 23,212 | 9,978 | 14,594 |

[1]Includes civilian and military jobs
Source: SANDAG 2050 Regional Growth Forecast; Eastern Area Community Planning Area, City of San Diego. 2010

## 7.1 GEOGRAPHIC SCOPE FOR CUMULATIVE IMPACT ANALYSIS

The geographic scope for the analysis of cumulative impacts is dependent on the nature of the issue and the project and varies depending upon the environmental issue being analyzed. Often, cumulative impacts are not limited by jurisdictional boundaries. For example, the project's contribution to localized impacts, such as those associated with traffic or noise, would affect the local neighborhood and traffic study area. Other topic areas, such as biological resources, historical resources, or water quality, could extend to areas beyond the local vicinity to include geographic areas that share similar conditions and the potential for similar adverse effects to these resources. Further, the impacts associated with regional topics, such as air quality and greenhouse gas emissions, could extend throughout the entire air basin.

## 7.2 CUMULATIVE IMPACT ANALYSIS

### 7.2.1 Cumulative Effects Found to Be Significant

Based on the following analyses and the related discussions in Section 4.0 of this EIR, the project would result in cumulatively considerable impacts, in combination with regional growth, for transportation/circulation and parking.

Transportation/Circulation and Parking

The roadway segment of Collwood Boulevard between Montezuma Road and 54th Street would have significant and unmitigated impacts. Restriping this roadway segment to a four-lane roadway would impact existing bike facility and on street parking that is heavily utilized by existing residential developments in the area. Widening this roadway to accommodate a four-lane roadway configuration and maintaining existing bike facility would require ROW acquisition which would have adverse impact to existing residential properties. Neither of these improvement measures are recommended as part of this project and; therefore, project impact at this location would be significant and unmitigated.

The 54th Street and El Cajon Boulevard intersection would have significant and unmitigated impacts. Widening the southbound approach to accommodate a dual left turn lane would require R-O-W acquisition which would have adverse impact on the on-site parking (11 parking stalls) of existing commercial property, pedestrian crossing distance to transit stops on El Cajon Boulevard and 54$^{th}$ Street and newly constructed public improvements related to Mid-City Rapid Bus (Route 215) station at the northwest corner of this intersection on El Cajon Boulevard (transit corridor) that included curb extension, bus shelter and landscaping. This improvement measure is not recommended as part of this project and; therefore, project impact at this location would be significant and unmitigated.

The roadway segment of University Avenue between 54th Street and 58th Street is classified as a Four-Lane Major, but is currently constructed and operated as a Four-Lane Collector due to the lack of a continuous raised median. Implementation of Mitigation Measure T-1 would fully mitigate the project impact with the construction of a raised median along property frontage on University Avenue.

The College Avenue and University Avenue intersection would have significant impact. However, the implementation of Mitigation Measure T-2 would fully mitigate project impacts with the restriping of the southbound and northbound approaches to provide dual

left turn lanes and accompanying signal modification. (See Appendix K (TIS), Figure 6-4 for the feasibility of adding these turn lanes through restriping rather than widening)

### 7.2.2 Cumulative Effects Found Not to Be Significant

Based on the following analyses and the related discussions in Section 4.0 of this EIR, the project would not result in cumulatively considerable impacts, in combination with regional growth for issues including air quality and odor; biological resources; greenhouse gas emissions and energy; health and safety; historic resources; hydrology and water quality; noise; land use; paleontological resources; population and housing; public services and facilities; public utilities; parks and recreation; and visual effects and neighborhood character.

Air Quality and Odor

Construction emissions for the project would result in maximum daily emissions of approximately 34 pounds of ROG, 62 pounds of $NO_x$, 47 pounds of CO, 5 pounds of $PM_{10}$, and 4 pounds of $PM_{2.5}$. This estimate of maximum daily emissions would not exceed any of the thresholds of significance. This impact would be less than significant. Because the project is generally consistent with the urban land use assumptions associated with the existing General Plan, the intensity of operational emissions has been accounted for in the RAQS. The project would not result in additional emissions over the current assumptions used to develop the General Plan and AQMP. Since the project would not result in a significant increase in criteria pollutant emissions compared to the current assumptions in the RAQS, the project would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant. Therefore, the project would not have cumulative operational impacts. Because the project would not exceed any project-level air quality significance thresholds, the project's construction and operational emissions would not be cumulatively considerable. Therefore, impacts related to a cumulatively considerable net increase of criteria pollutants would be less than significant.

Based on the traffic study, the construction of the project would generate an additional 7,218 additional daily trips above existing conditions. Therefore, the project would not exceed the screening threshold of 9,500 daily trips recommended by the City of San Diego, and would not result in a CO hotspot. Specifically, the CO concentrations resulting from the project would not violate the California Ambient Air Quality Standard for either the 1-hour period (20 ppm) or the eight-hour period (9.0 ppm). The land uses associated with the project would primarily be residential, which are not typically sources of TAC emissions. The project would not generate substantial TAC emissions, result in a CO hotspot, or exceed 100 pounds of PM dust. The project would also be consistent with the recommendations of the ARB's Air Quality and Land

Use Handbook. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant. Because the project would not exceed any project level air quality significance threshold, the project would not be cumulatively considerable.

The project would not exceed 100 pounds per day of PM dust during construction or operational activities. Therefore, this impact would be less than significant. Because the project would not exceed any project level air quality significance threshold, the project would not be cumulatively considerable.

Construction of the project may emit odors that include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions and the highly diffusive properties of diesel exhaust, nearby receptors would not be anticipated to be affected by diesel exhaust odors associated with project construction. Operation of the project would not add any major odor sources, and any odors generated would be similar to existing odors associated with land uses in the area. The land uses associated with the project would be residential and commercial, which are not typically large generators of odor emissions. For these reasons, the project would not contribute considerably to a cumulative odor impact.

Based on the analysis above, cumulative impacts related to air quality and odors would be less than significant.

Biological Resources

Construction activities associated with the future Chollas Parkway removal and park space development could result in substantial adverse effects to habitat for two-striped garter snake along Chollas Creek. Such effects could be significant if they result in mortality of individuals. Indirect impacts on habitat for Mexican free-tongued bat are not anticipated to result in substantial adverse effects during construction; therefore, the impact to this species would be less than significant. Therefore, no cumulative impacts would result.

Loss of active bird nests during construction associated with redevelopment of the area north of Chollas Parkway would be a significant impact. Disturbance of birds nesting along Chollas Creek during construction associated with the future roadway removal and park space development would also be a significant impact if it results in nest failure and loss of individuals. Removing Chollas Parkway and developing the park space corridor would have a long-term beneficial effect on special-status and other protected wildlife using the Chollas Creek corridor, because they would provide an open space buffer adjacent to the creek and a park space transition between the open space area and urban development. In addition, Land Use Adjacency

Guidelines and other applicable MSCP Subarea Plan policies and guidelines would be implemented in design and maintenance of the park space to avoid and minimize indirect effects from public access, lighting, noise, toxic materials and other potential sources of adverse effects. Therefore potential long-term effects would be less than significant. With implementation of Mitigation Measures BIO-1 and BIO-2, potentially significant direct and indirect impacts on special-status wildlife species from projects excluding Chollas Creek would be avoided, minimized, and/or compensated. After mitigation, this impact would be *less than significant.* Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

Redevelopment of existing urban/developed areas north of Chollas Parkway would have no impact on any sensitive vegetation communities. Small areas of ornamental vegetation and disturbed land would likely be converted to urban/developed, but this would be considered a less-than-significant impact because these cover types provide little, if any, value as a biological resource. Conversion of urban/developed and disturbed areas along Chollas Parkway to park space and open space vegetation would also be considered less than significant because it would result in an improvement to the biological value of the area. No mitigation is required. Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

Indirect impacts on wetlands during construction could be significant if they result in sedimentation or contamination that has a substantial adverse effect on water quality. The future removal of Chollas Parkway and development of the park space corridor would likely have a long-term beneficial effect on wetlands in the Chollas Creek corridor, because they would provide an open space buffer adjacent to the creek and a park space transition between the open space area and urban development. In addition, Land Use Adjacency Guidelines and other applicable MSCP Subarea Plan policies and guidelines would be implemented in design and maintenance of the park space to avoid and minimize indirect effects from public access, toxic materials, and other potential sources of adverse effects. Therefore long-term effects to wetlands would be less than significant. With implementation of Mitigation Measure BIO-1, potentially significant indirect impacts on wetlands from projects excluding Chollas Creek would be minimized and compensated. After mitigation, this impact would be *less than significant.* Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

Construction activities associated with urban redevelopment and development of park space north of the existing Chollas Parkway would be less than significant, because they would not substantially interfere with wildlife use or movement. Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

Construction activities associated with the future roadway removal and park space development within the Chollas Parkway alignment would likely require movement of heavy equipment, increased noise levels, and increased human disturbance associated with construction personnel. These increased disturbance levels adjacent to the creek during could substantially interfere with wildlife use along Chollas Creek and would be a potentially significant impact. With implementation of Mitigation Measures BIO-1 and BIO-2, potentially significant indirect impacts on wildlife movement from projects excluding Chollas Creek would be minimized. After mitigation, this impact would be *less than significant.* Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

There would likely be a long-term beneficial effect on wildlife use of the Chollas Creek corridor from the future removal of Chollas Parkway, because replacing the roadway with park space would provide an open space buffer adjacent to the creek and a park space transition between the open space area and urban development. In addition, Land Use Adjacency Guidelines and other applicable MSCP Subarea Plan policies and guidelines would be implemented in design and maintenance of the park space to avoid and minimize indirect effects from noise, lighting, public access and other potential sources of disturbance. Therefore long-term impacts on wildlife use and movement from removing Chollas Parkway and developing the park space corridor would be less than significant. Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

The future removal of Chollas Parkway and development of the park space corridor would likely have a long-term beneficial effect on integrity of the MHPA and effectiveness of the MSCP and Chollas Creek Enhancement Program, because they would provide an open space buffer adjacent to the creek and MHPA and a park space transition between the open space area and urban development. In addition, Land Use Adjacency Guidelines and other applicable MSCP Subarea Plan policies and guidelines would be implemented in design and maintenance of the park space to avoid and minimize indirect effects from public access, toxic materials, and other potential sources of adverse effects. Therefore, proposed roadway removal, park space development, and open space designation would not conflict with the MSCP or the Chollas Creek Enhancement Program, and this impact would be less than significant. No mitigation is required. Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

Completion of the proposed future roadway removal, park space development, and Chollas Creek enhancement projects in compliance with Land Use Adjacency Guidelines and other relevant policies and standards would ensure no new invasive species are introduced into the Chollas Creek open space area. Therefore, this impact would be less than significant. No

mitigation is required. Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

Greenhouse Gas Emissions and Energy

As detailed in Section 4.3, implementation of the project would result in a 33.4% reduction from business-as-usual conditions in 2020. By incorporating California emission reduction measures, City requirements, and project-level features, the project would exceed the required 28.3% reduction of GHG emissions from business-as-usual conditions in 2020. In addition, the City of San Diego would require the project applicant to demonstrate that the project would meet the GHG reduction requirements as a condition of approval prior to issuing building permits. Therefore, the project would not generate GHG emissions that may have a significant impact on the environment. This impact would be less than significant. Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

The project includes objectives to develop a transit-oriented, neighborhood village that enhances pedestrian connectivity, provides a diverse array of attractive and affordable housing types, and creates a healthy and sustainable urban environment. Since the project would not exceed those GHG emission levels, the project would not conflict with the goals of AB 32 and the draft CAP. This impact would be less than significant. Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

Implementation of the project would result in the consumption of energy, but such consumption would not be expected to be wasteful or inefficient. Therefore, this impact would be less than significant. Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

Historical Resources

As discussed in Section 4.4, archaeological sites have not been identified in or directly adjacent to the project the project's area boundary. However, due to the known presence of archaeological resources sites in the general project vicinity, the area is presumed to have the potential for on-site resources that could be impacted by any excavation needed to construct future uses associated with future development projects within the project site. The analysis conducted by a City archaeological specialist did not reveal the presence of any known archaeological sites within or adjacent to the project site. Due to the fact that the site is currently occupied with development, and the extent of existing development and surface disturbance of the site, it would be infeasible to conduct archaeological surveys at this time over most of the project site. The

undeveloped portion of the project site south of Chollas Parkway is proposed, as part of the project, to remain as open space. Chollas Creek will be the subject of a future creek restoration project. Any ground disturbance would require an archaeological investigation to identify archaeological and evaluate archaeological resources on these parcels would be necessary. Archaeological resources, if present on-site, could be substantially damaged or destroyed during the excavation for future development projects as part of Project implementation. Damage or destruction of archaeological resources would be a *significant project impact* **(**Impact AR-1**)**. With implementation of Mitigation Measure AR-1, the project would result in *less than significant impact*s to archaeological resources. Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

The records search conducted for the project did not reveal the presence of local, state, or nationally significant buildings within the project site. In June 2014, Historical Resources staff from the City of San Diego conducted a preliminary historical assessment of Chollas Triangle properties for each site, including water and sewer permits and building permit records, and conducted a site visit. Of the 14 extant structures within the project site, most were determined to be 45 years old or older. Based upon a cursory examination of the buildings and their features, as well as their construction dates including available contexts and resources such as the San Diego Modernism Context Statement, it does not appear likely that the buildings on site would be eligible for listing on the local, State or National Register of historic resources, with the possible exception of 5460-5466 Lea Street. However, due to the limited, preliminary nature of this evaluation, the structures within the project site cannot conclusively be determined to be not significant, and have been given a California Historic Resource Status Code of 7R, "Identified in Reconnaissance Level Survey: Not evaluated." Therefore, future development projects as part of the Project implementation could result in a *significant impact to a Historic Resource* **(**Impact HR-1**)**. All other improvements not affecting existing buildings and the demolition of any buildings newer than 45 years of age would result in a *less than significant impact*. With implementation of Mitigation Measure HR-1, the project would result in *less than significant impact*s to historical resources. Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

The project would have *no impact* to religious or sacred uses. In addition, the project would not interfere with existing religious or sacred uses. No cumulative impacts would result.

No evidence exists indicating the possible presence of human remains. Should human remains be encountered during site excavation, the impact would be mitigated in accordance with Mitigation Measure AR-1. Therefore, no cumulative impacts would result.

Health and Safety

As described in Section 4.5, the area along Chollas Creek in the vicinity of the project site is classified as a "very high fire hazard severity zone." Per City requirements, any future development allowed under the project, as well as any other future development in the area, is required to obtain discretionary, grading, and building permits and would also be required to prepare and implement a Brush Management Plan and Program. Adherence to brush management requirements would minimize any potential for increased wildfire risk due to development in the area.

The project would rezone approximately 17.42 acres of the current IL-2-1 would be rezoned to approximately 4.91 acres of CC-3-5, approximately 10.49 acres of AR-1-1 to allow for population-based park land, and approximately .62 acres of ROW. Hazardous material use is more commonly associated with industrial uses than a commercial or open space; thus, by removing allowable industrial use on approximately 17.42 acres of the site, the project would minimize the potential for risk from hazardous material use.

There are known former hazardous material or contamination sites on the project site and throughout the project vicinity. Future development, either on the project site or cumulative projects being developed throughout the community, would be required to adhere to all federal, state, and local requirements related to development near hazardous material sites or areas with known contamination. Compliance with the appropriate regulations would minimize potential risk due to hazardous materials.

For these reasons, cumulative impacts related to health and safety would be less than significant.

Hydrology and Water Quality

The project could result in future development that would have the potential to create increased runoff, change flow rates or volumes, affect groundwater and surface water quality, or increase erosion or sedimentation. Other cumulative development would also have the potential to adversely impact water quality and hydrology of the area.

However, any future development allowed under the project, as well as the development of cumulative projects, would require proper incorporation of necessary construction, operations, and site design standards and permits and must be in compliance with the Municipal and Construction General Permits, the City's Storm Water Standards, and programs and permits under the SWRCB. Development projects would be required to maintain pre-project hydrology using City engineering standards. As such, runoff would be minimized and treated through

recommended source control, site design, and/or treatment-control BMPs mandated by these measures. Erosion and sediment controls would be used, and project-specific SWPPPs would be in place during construction activities to reduce the amount of soils disturbed, prevent erosion and sediment transport into receiving waters, and control/minimize pollutants in site runoff.

With implementation of the project, no new impervious areas would be added, and all future development would occur on already developed land. For areas of the project site or other cumulative development projects that occur within the 100-year floodplain, a CLOMR would be required for approval by the County of San Diego and FEMA, and projects would be designed per City requirements to avoid impedance or redirection of flood flows to the maximum extent practicable.

Chollas Creek is a 303(d)-listed water body and project-related or cumulative development near this impaired water body could potentially generate pollutants that would exacerbate existing impairments, cause additional pollution, and impact water quality if not properly controlled. However, future development would be required to be in compliance with the Municipal and Construction General permits and the City's Storm Water Standards, and any runoff during construction and post-construction operations would be minimized and treated as mandated by these requirements. Operation of the project would not increase the potential for pollutants since no new impervious areas would be added and the proposed land use changes include the addition of park land and open space, which would reduce impacts to surface water by allowing storm water runoff to infiltrate into the ground.

For these reasons, cumulative impacts related to water quality and hydrology would be less than significant.

Land Use

As detailed in Section 4.7, the goals, policies, and programs of the Community Plan Amendment, GPA, and rezone are consistent with existing applicable local land use plans, policies, and regulations. Furthermore the policies for the project were developed to be consistent with the General Plan, promoting a diversity of housing types within the community, provision of infrastructure concurrent with need, and with an emphasis on the protection of existing natural resources and landforms and sensitive habitat within the project site. The project would ensure consistency between the local planning policies and regulation and support the policies within the General Plan. The project also features transit-oriented uses intended to encourage greater transit and other alternative modes of transportation to reduce congestion and parking demand. Therefore, no inconsistencies have been identified with local plans, and impacts would not occur. Therefore, no cumulative impacts would result.

The project incorporates the multi-modal strategy of both the RCP and RTP through the designation of mixed-use villages along a transit route. In addition, the project includes policies related to land use, mobility, and circulation/transportation that promote the RCP's smart growth strategies. No inconsistencies have been identified, and impacts as a result of the project would be less than significant. Therefore, no cumulative impacts would result.

The project would comply with exterior noise-level criteria for residential, office, and commercial. The project would also comply with the Title 24 interior residential noise level standard of 45 dBA CNEL. Therefore, the potential for on-site exposure of people to transportation noise levels in excess of the Noise Element would be *less than significant.* Therefore, no cumulative impacts would result.

Approximately forty percent of the site, equating to 16.9-acres, is identified for neighborhood village use and would not encroach into environmentally sensitive lands. Any activity within neighborhood village lands would result in redevelopment of existing urban/developed areas and would have no impact on vegetation communities. The approximately 11.4-acre area of Chollas Parkway identified for future vacation and the introduction of active park and open space use could potentially result in indirect impacts to sensitive biological resources. Potential impacts to the MHPA and ESLs associated with future development would be less than significant. All future projects would require subsequent environmental review and compliance with established development regulations, guidelines, and community plan policies. Mitigation measures for biological resources are identified in Section 4.2 of this EIR. These mitigation measures and existing regulations would serve to reduce impacts to ESLs below a level of significance at the program-level. Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

Noise

As detailed in Section 4.8, noise generated by short-term construction activities is estimated to generate an average maximum noise level of 75 dBA $L_{eq}$ per hour at the nearest on-site receptor, which would exceed existing ambient noise levels by more than 10 dBA. If other projects were under construction within the same time period and in immediate proximity to the on-site receptors, it is possible the two could combine for greater noise impacts. However, all projects would be required to adhere to noise limits set by the City Noise Ordinance and General Plan. Project analysis showed that there is feasible mitigation that could reduce construction noise levels to acceptable levels when occurring in proximity to sensitive receptors. With implementation of Mitigation Measure NOI-1, construction noise sources would be controlled to the extent feasible and reduced below applicable significance criteria (75 dBA $L_{eq}$ and +10 dB

increase). Therefore, this impact would be a *less than signification project noise impact.* Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

Similarly, project operation stationary noise sources from HVAC equipment could range from 47 to 72 dBA $L_{eq}$ at the nearest noise-sensitive receptors. These noise levels could exceed City exterior noise standards at adjacent sensitive receptors. If other future development were to be located in proximity to the stationary HVAC equipment on the project site, the noise could combine for a greater increase in noise levels. However, all projects both on- and off-site would be required to adhere to noise limits set by the City Noise Ordinance and General Plan. Project analysis showed that there is feasible mitigation that could reduce operational noise levels to acceptable levels. With implementation of Mitigation Measure NOI-2, stationary noise sources would be designed and controlled to comply with the City of San Diego noise ordinance. Further, Mitigation Measure NOI-2 would be implemented to reduce permanent HVAC operational noise. After mitigation, this impact would be reduced to *less than significant.* Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

Noise from project-related traffic would not result in noise levels exceeding City standards for adjacent land uses. These impacts would be *less than significant*. Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

The project would comply with exterior noise-level criteria for residential, office, and commercial. The project would also comply with the Title 24 interior residential noise level standard of 45 dBA CNEL. Therefore, the potential for on-site exposure of people to transportation noise levels in excess of the Noise Element would be *less than significant.* No mitigation would be required. Therefore, the project would not make a considerable incremental contribution to a significant cumulative impact.

Paleontological Resources

As described in Section 4.9, because the project site geology includes the Mission Valley Formation, which has a high sensitivity rating and the existing paleontological locality, there is potential for fossil remains to be encountered during grading of the project site. Future development projects, along with development of cumulative projects in areas also underlain by the Mission Valley Formation that would excavate into previously undisturbed potentially fossil-bearing strata could contribute to a cumulative loss of unknown paleontological resources. However, the project includes mitigation (Mitigation Measure Paleo-1) that requires monitoring of disturbance to previously undisturbed deposits of high paleontological resource potential

(Mission Valley Formation) to inspect exposures for contained fossils and provides for the salvage and curation of any found paleontological resources. This required mitigation measure would reduce and minimize the project's contribution to a cumulative loss of paleontological resources. For these reasons, the project's cumulative impacts related to paleontological resources would be less than significant.

Public Services and Facilities

Upon full implementation, the project would result in an additional 138 units with an additional 389 residents, and approximately 14,000 square feet of retail commercial over what is currently allowed with the adopted community plan. Although an increase in population and commercial uses would result from the project, it would not require the expansion of the existing or construction of new fire-rescue facilities. Therefore, fire protection impacts would be less than significant.

Upon full implementation, the project would result in an additional 138 units with an additional 389 residents, and approximately 14,000 square feet of retail commercial over what is currently allowed with the adopted community plan. Although an increase in population and commercial uses would result from the project, the new residents and businesses would be located in area already planned for multi-family residential and commercial development, immediately adjacent to existing similar residential neighborhoods, and along two major roadways, University Avenue and 54$^{th}$ Street. As previously discussed, response time deficiencies due to lack of personnel or equipment can be alleviated only through the City Council budget approval process to allocate sufficient resources to fund the operation of police facilities. Future project applicants would be required to pay a DIF prior to building permit issuance to address the capital costs of police services and to develop a CPTED review. Therefore, impacts to police services would be less than significant.

Based upon estimates by SDUSD, overall, the project's potential generation could be accommodated by existing school facilities, given current capacity and enrollment levels. SDUSD concluded, however, that at the elementary school level, if the number of students resulting from the project were to be at the high end of the range, the project could potentially result in the assigned elementary school exceeding its capacity. The project would not impact SDUSD's ability to comply with SB 50, and future project applicants would be required to pay the school facilities fee. Therefore, impacts to school facilities would be less than significant.

Based upon the adopted community plan (absent the project), the Mid-City PFFP includes the construction of a new 15,000 square foot library on a 1.5-acre site within Chollas Community Park to meet General Plan library size and location policies. Future CEQA review of the new

library construction project will occur at the time that the project is implemented. Once operational, the new library would serve the project site. Future project applicants would be required to pay a DIF that would, in part, fund the construction of the new library. Therefore, impacts to library facilities would be less than significant.

Impacts associated with fire, police, schools, and libraries would be less than significant; therefore no mitigation is required. There would be no cumulative impact to population and housing.

Public Utilities

Utility providers, such as water, wastewater, and electrical service, typically use regional growth and population forecasts to determine the future utility demands of the region and the resulting need for their expansion of supply and infrastructure necessary to continue adequate service for their service area. The project would not create an increase in growth or population in excess of that provided in SANDAG regional forecasts for the local community or region; rather the project would serve to accommodate that anticipated growth in a sustainable manner consistent with applicable planning documents and guidelines. Thus, at a program level, the project would not result in a contribution to a cumulative impact on public utilities. Additionally, given the proper incorporation of necessary construction, operations, and site design standards, plus additional analysis by the City to confirm utility capabilities when future project-specific development plans have been finalized, no substantial contribution to a cumulative impact would be anticipated and the project would have a less than significant cumulative impact.

A Waste Management Plan (WMP) would be prepared for future project-specific development projects that generate in excess of 40,000 that would address solid waste reduction requirements 9. The project WMP would evaluate waste reduction efforts associated with pre-construction, demolition/construction, and operation of future development. Implementation of strategies and measures in each WMP would ensure a less than significant cumulative impact to solid waste facilities.

Implementation of the project would not result in the need for new systems or require substantial alterations to existing utilities, including those necessary for water, sewer, and solid waste disposal. Current levels of service would be maintained.

Parks and Recreation

The project would result in an increase in population within the Eastern Area of the Mid-City Communities by 1,303 individuals as shown in Table 8-3. Based on the General Plan Park

Standards the population increase would generate the need for 3.65 usable acres of population-based park. However, the project is proposing the creation of approximately 4.99 usable acres of population-based park and approximately 5.5 acres of additional open space as a part of the development. The project would result in the decrease of the community's overall population-based park deficit by 1.34 acres and would increase open space acreage that meets the goals of the Chollas Creek Enhancement Program and MSCP Subarea Plan by providing additional open space and reducing impacts from the project. Based on these considerations, impacts related to the need for and/or provision of new or physically altered public facilities would be less than significant. Additionally, the physical impacts of the project, including increased parks and open space, have been evaluated throughout this EIR. No additional impacts beyond those identified in this EIR are expected to occur. For this reason, the project would not contribute considerably to a cumulative recreation impact; rather, it would serve to reduce the need for usable acres of park land in the area. Thus, the project would result in no cumulative impact to recreational resources.

Visual Effects and Neighborhood Character

As described in Section 4.14, future development that may occur under the proposed land use changes would result in an increase in the amount of overall development, including the size and massing of structures on the project site. Additional urban development is likely in the surrounding area due to forecasted population and economic growth, and because the surrounding area is within the Crossroads Redevelopment Project site and Redevelopment Plan and the San Diego Regional Enterprise Zone. Increased development, either from the project or other cumulative growth, would alter the existing aesthetics of the community; however, future development would be required to be visually compatible with the surrounding neighborhood character and utilize appropriate architecture, materials, and development patterns as necessary for consistency with the visual-related goals, principles, and objectives of the MCCP and as required by the CPIOZ "Type B".

The CPIOZ "Type B" was developed to provide supplemental design guidelines and development regulations tailored specifically for the Chollas Triangle project site to ensure project objectives are meet, including maintaining views into the site and quality visual character of the site. Additionally, the project would enhance the visual character of the local community as outlined in the planning documents as it would promote pedestrian corridors with visually enhanced exterior facades, open space, and overall consistent design. The future vacation of Chollas Parkway would allow Chollas Creek to be restored and the Chollas Park to be constructed, which would improve the public viewsheds by enhancing a natural landscape feature and adding public park land.

For these reasons, cumulative impacts related to visual effects and neighborhood character would be less than significant.

# CHAPTER 8.0
# EFFECTS FOUND NOT TO BE SIGNIFICANT

## 8.1 EFFECTS FOUND NOT SIGNIFICANT AS PART OF THE EIR PROCESS

As allowed in Section 15063(c) of the CEQA Guidelines, issues that are identified as not significant or less than significant are not addressed in detail in the previous chapters. Issues of potential environmental concern addressed in this chapter of the EIR were initially identified by the City Development Services Department (DSD). After further analysis of potential environmental impacts, the project was determined to have no impact or a less than significant impact to the three issues addressed in this section of the EIR and no mitigation would be required. The rationale for these conclusions is stated below.

### 8.1.1 Agricultural Resources

The project site and surrounding areas are generally developed with urban uses. As described in Section 4.7, Land Use, the project site is currently used for commercial, institutional, residential, ROW, utilities, and open space. Surrounding land uses generally include residential, commercial, institution, and public recreation. Existing City zoning designations include commercial and industrial. The Farmland Mapping and Monitoring Program designates the project site and surrounding areas as Urban and Built Up Land (Department of Conservation 2013). No agricultural uses occur on the project site or in the immediate vicinity. Additionally, there are no agricultural zoning or other farmland-related designations on the project site or in the surrounding community. The project would not involve changes to agricultural zoning, nor would it involve the conversion of farmland. No agricultural resources are identified within the vicinity of the project and no impacts to agricultural resources would result from the project.

### 8.1.2 Mineral Resources

The project site, along with the majority of lands throughout San Diego is located in Mineral Resource Zone (MRZ)-3 as designated by the Division of Mines and Geology (City of San Diego 2008b). MRZ-3 areas contain the potential for mineral deposits that may qualify as mineral resources. However, no known mineral resources are within or adjacent to the project site and the General Plan does not include the site in any mineral or resource extraction-related designation. Currently, no mineral resource extraction operations occur on the project site or in the immediate vicinity. Because the area has been developed and is generally urbanized, there is very low potential for future mineral extraction operations due to the objectionable characteristics that typically accompany the extraction, processing, and transportation of mineral

resources such as noise, vibration, air pollution, dust, heavy trucks causing traffic congestion, and visual impacts. Thus, no impact would occur relative to loss of available known mineral resources that would be considered valuable to the region and residents of the state. Future redevelopment under the project would be consistent with the General Plan and the Mid-City Communities Plan and would not result in a loss of availability of a locally important mineral resource recovery site delineated on the local general plan.

### 8.1.3 Geological Conditions

The project is a proposed land use amendment to the Community Plan and General Plan and a rezone to allow up to 486 residential units and no more than 130,000 square feet of nonresidential uses. At this program-level analysis, no grading or changes to the existing geological conditions on-site would occur as a result of the land use changes or rezone. Future development that would be facilitated by this project would require subsequent City review and analysis of the geological conditions on-site and would be required to be designed and built in accordance with the 2010 California Building Code (CBC), LDC, grading regulations, and future project geotechnical reports. No impacts to geological conditions would result from the project.

### 8.1.4 Population and Housing

During the 2000 census, the population for the City was recorded at more than 1.2 million people, an estimated 10% increase over 1990 levels of 1.1 million. The population of San Diego continues to grow and, in 2013, was estimated to be more than 1.3 million people (SANDAG 2014a). The estimates compiled by SANDAG indicate that the population of the City will increase approximately 46% to more than 1.9 million people by 2050 (SANDAG 2010a).

Citywide, the total housing units to accommodate the population growth will also increase. From 1990 to 2000, housing units increased from approximately 432,000 units to approximately 470,000 units. In 2013, total housing units were estimated at approximately 519,211 units (SANDAG 2014a), and this is anticipated to increase to more than approximately 722,000 units by 2050 (SANDAG 2010a). Single-family detached units currently make up just over 40% of the housing stock (SANDAG 2014a). This percentage has been dropping as new multi-family units are built.

According to SANDAG, the population for the Eastern Area was 37,796 residents in 2013 (SANDAG 2014b). By 2030, this population is projected to increase to 47,284; and to 63,432 by 2050 (SANDAG 2010a). In addition, the total housing units in the Eastern Area are expected to increase from 13,704 to 17,288 by 2030; by 2050, this number is estimated to be 23,212. Table 8-1 shows the projected population and housing for the project area between 2012 and 2050.

**Table 8-1**
**SANDAG Population and Housing Estimates**
**in the Eastern Area (2012 to 2050)**

| Population and Housing | 2013 | 2030 | 2050 | Percent Change 2012-2050 |
|---|---|---|---|---|
| Total Population | 37,796 | 47,284 | 63,432 | 68 |
| Total Housing Units | 13,704 | 17,288 | 23,212 | 69 |
| Single-family housing units | 8,239 | 8,317 | 8,353 | 1 |
| Multi-family housing units | 5,024 | 8,701 | 14,672 | 192 |

Source: SANDAG 2010a, 2014b

Table 8-2 provides a comparison of the 2012 population and housing estimates for the Eastern Area and San Diego as a whole. As seen in this table, the Eastern Area makes up approximately 2.8% of the citywide population. In addition, while approximately 60% of the existing housing stock in the planning area is single-family, single-family detached housing comprises just 41% of the housing stock citywide. At an average of 2.82 people per household (pph), the pph ratio in the project area is higher than that of the citywide average of 2.59 pph (SANDAG 2014a, 2014b). Finally, the median household income in the project area of approximately $54,541 is approximately 21% lower than the median income citywide, which is approximately $68,674 (SANDAG 2014a, 2014b).

**Table 8-2**
**Population and Housing Estimates (2012)**

| Area and Population | Housing Stock: Single-Family[1] Units | Single-Family % | Housing Stock: Multi-Family Units | Multi-Family % | Household Size | Median Household Income |
|---|---|---|---|---|---|---|
| City of San Diego 1,326,238 | 280,289 | 55 | 232,556 | 45 | 2.59 | $68,674 |
| Eastern Area 37,796 | 8,239 | 60 | 5,024 | 40 | 2.82 | $54,541 |

[1] Includes both single-family attached and detached
Source: SANDAG 2014a, 2012b

The project would help to ensure that potential population growth could be accommodated within the Eastern Area, and not result in the need for redistribution of more housing units into neighboring communities. The supply would also ensure that substantial numbers of people would not be displaced. Any displacement of residents from future development under the proposed project would be temporary in nature. The effect of this increase in local population on existing infrastructure and public services is discussed further in Sections 4.10 Public Services and Facilities and Section 4.11 Public Utilities, respectively.

The above estimated dwelling units from implementation of the proposed project would be supported through ongoing implementation of major programs outlined in the 2008 City General Plan, which include the following:

- Inclusionary Housing Ordinance (2003), which provides tenants who may be displaced due to condominium conversion of rental units the equivalent of three months' rent to assist in relocation;
- Affordable Housing and Sustainable Buildings Expedite Program (2003), which reduces processing time by up to 50 percent for projects that meet established criteria as affordable/infill projects or sustainable projects; and
- Housing Trust Fund (1990), which utilizes fees collected from nonresidential development to subsidize the construction of affordable housing units.

The State CEQA Guidelines, Appendix G, items XII (b) and (c), state that a project may normally be considered to have a significant effect on the environment if it would result in development, redevelopment, or infrastructure expansion that could displace substantial numbers of people or housing, necessitating the construction of replacement housing (elsewhere).

As indicated in Table 8-3, implementation of the project would increase the housing stock by approximately 462 additional units over 2012 stock; and 138 units over the adopted community plan. Upon build out of the project, the anticipated population within the area is 1,371 residents. The increase in projected population within the project area would be accommodated in multi-family dwelling units rather than single-family housing, consistent with the intensity of residential development within the planning area. Additionally, the project would allow residential development within areas currently designated for industrial development, thereby further adding to the stock of housing.

**Table 8-3**
**Residential Buildout**

| | Existing | Adopted Community Plan | Change from Existing (# / %) | Proposed Project | Change from Adopted (# / %) |
|---|---|---|---|---|---|
| Total Population | 68 | 982 | 914 (1344%) | 1,371 | 1,303 (-7%) |
| Residential Acreage | 1.24 | 12 | 10.76 (868%) | 17 | 5 (-10%) |
| Dwelling Units Total | 24 | 348 | 324 (1350%) | 486 | 138 (-7%) |
| Single-family | 3 | 0 | -3 (-100%) | 0 | 0 (0%) |
| Multi-family | 21 | 348 | 327 (1557%) | 486 | 138 (-6%) |

Considering the need for additional and affordable housing in the City and the proposed project area in particular, the additional housing provided by the proposed project would not result in a significant impact. Any displacement of residents from future development under the proposed project would be temporary in nature, and therefore is determined to be less than significant. Furthermore, the local population increase is consistent with the adopted General Plan and smart growth principles in that the proposed project area is located close to transit and it is served by existing public infrastructure. No impacts to Population and Housing, therefore, would occur with implementation of the project.

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# CHAPTER 9.0
# SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

Based on the analysis contained in Section 4.0, the project would result in potentially significant impacts to Biological Resources, Historical Resources, Noise, Paleontological Resources, and Transportation/Circulation and Parking. All project impacts would be mitigated to below a level of significance through implementation of mitigation measures identified in this EIR, except for the issue area of Transportation/Circulation and Parking. Specific significant impacts that cannot be avoided if the project is implemented are discussed below.

## 9.1 TRANSPORTATION/CIRCULATION

As discussed in Section 4.13, Transportation/Circulation and Parking, cumulatively significant impacts to one road segment and one intersection would occur as a result of the project.

Although improvements are required to mitigate cumulative impacts, not all of the impacts can be fully mitigated. Under Horizon Year Base Plus Project Conditions, impacts to roadway segments and intersections would be mitigated to the extent feasible, but would remain significant and unavoidable for the following roadway segment and intersection respectively:

- Collwood Boulevard between Montezuma Road and 54th Street (LOS F)
- 54$^{th}$ Street and El Cajon Boulevard (LOS E)

Collwood Boulevard between Montezuma Road and 54th Street is classified as a Four-Lane Major, but is currently constructed and operated as a Two-Lane Collector with Class II bike facility on both sides of the street. Restriping this roadway segment to a four-lane roadway will impact existing bike facility and on street parking that is heavily utilized by existing residential developments in the area. Widening this roadway to accommodate a four-lane roadway configuration and maintaining existing bike facility will require R-O-W acquisition which will have adverse impact to existing residential properties. Neither of these options are recommended as part of this project and; therefore, project impact at this location would still be significant and unmitigated.

54th Street and El Cajon Boulevard – The project would contribute a total of 150 additional trips to the intersection during the PM peak hour causing the intersection LOS to degrade from LOS D to E. The current configuration of the southbound approach includes a single left turn lane. A

dual left turn lane is required to mitigate the project impact. Widening the southbound approach to accommodate a dual left turn lane will require R-O-W acquisition which will have adverse impact on the on-site parking (11 parking stalls) of existing commercial property, pedestrian crossing distance to transit stops on El Cajon Boulevard and 54$^{th}$ Street and newly constructed public improvements related to Mid-City Rapid Bus (Route 215) station at the northwest corner of this intersection on El Cajon Boulevard (transit corridor) that included curb extension, bus shelter and landscaping. This option is not recommended as part of this project and; therefore, project impact at this location would still be significant and unmitigated.

# CHAPTER 10.0
# ALTERNATIVES TO THE PROJECT

In considering the appropriateness of a project, CEQA requires that a discussion of alternatives to the project be provided. Specifically, Section 15126.6(a) of the State CEQA Guidelines states that an EIR shall "[d]escribe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Section 15162.6(f) further states that "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice." Thus, the following discussion focuses on those alternatives that are capable of reducing or eliminating significant environmental impacts, even if they would impede the attainment of some project objectives, or would be more costly. In accordance with Section 15126(f)(1) of the State CEQA Guidelines, the factors that may be taken into account when addressing the feasibility of alternatives include (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) General Plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control, or otherwise have access to an alternative site.

In accordance with State CEQA Guidelines Section 15126.6(d), this section presents potential alternatives to the project and includes "[s]ufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the project." A summary of the objectives and potentially significant impacts identified for the project is provided below in Section 10.1, followed by a summary evaluation of alternatives considered but rejected in Section 10.2 (per State CEQA Guidelines Section 15126.6[c)]). The evaluation of individual alternatives is provided in Sections 10.3 and 10.4, with summary of the project alternatives and identification of the environmentally superior alternative outlined in Section 10.5.

The proposed Mid-City Communities Plan Amendment, and a General Plan amendment and rezone to the Chollas Triangle site has been described and analyzed in the previous chapters with an emphasis on potentially significant impacts and recommended mitigation measures to reduce these impacts. Table 10-1, at end of chapter, provides a summary of the significant impacts of the project and compares the impacts of the alternatives to the project.

## 10.1 SUMMARY OF PROJECT OBJECTIVES AND SIGNIFICANT EFFECTS

In developing the alternatives to be addressed in this section, consideration was given to their ability to meet most of the basic goals and objectives of the project. These goals and objectives are identified in Section 3.0, Project Description, of this EIR and include the following:

- Amend the Mid-City Communities Plan policies to allow the site to develop as a transit-oriented, neighborhood village with adequate density to support a neighborhood village concept consistent with the General Plan.
- Create a safe and comfortable neighborhood village that enhances pedestrian connectivity within and to the site from adjacent neighborhoods.
- Provide a diverse array of attractive and affordable housing types that cater to a full range of households and living styles.
- Create a healthy and sustainable urban environment by allowing a land use mix and density that allows for residences, retail, and employment in proximity to each other.
- Create an expanded transit plaza that connects the site to the larger regional system.
- Create a safe, accessible and attractive park environment along Chollas Creek consistent with the Chollas Creek Enhancement program.
- Provide a mixture of passive and active recreation opportunities that will serve families and residents of different ages and cultures and that is consistent with the goal of enhancing the linear open space system identified in the Chollas Creek Enhancement Program.

The project alternatives evaluated below are intended to reduce or avoid one or more of these potentially significant project impacts and does not discuss those environmental topics for which the project would result in no impacts or less than significant impacts. Therefore, the resource areas that are excluded from further discussion include the following: agricultural resources; mineral resources; geological conditions; air quality and odor; greenhouse gas emissions and energy; health and safety; hydrology and water quality; land use; paleontological resources; population and housing; public services and facilities; public utilities; parks and recreation; and visual effects and neighborhood character. The aforementioned issue areas will not be discussed when addressing alternatives as they would not result in significant impacts. However, Biological Resources, Historical Resources, Paleontological Resources, and Noise were found to result in less than significant impacts with implementation of mitigation measures. Transportation/Circulation was determined to have significant and unavoidable cumulative

impacts. These resource areas will be evaluated in order to determine the potential impacts of each proposed alternative.

## 10.2 ALTERNATIVES CONSIDERED BUT REJECTED

*Increased Residential Unit Project Alternative*

Increasing residential units was considered and reviewed during the planning process and it was determined that additional units would not be consistent with the overall community character, bulk and scale, and intensity that were envisioned for the project site. This alternative would increase proposed residential units on site by 10% (49 units) for a total of 535 units (commercial use would remain constant) and would increase project ADT from 7,218 net new trips to approximately 7,610 new vehicle trips, a small increase of 5% in ADT. However, as identified in the project's Transportation Impact Study (TIS), two roadway segments would have cumulative significant and unavoidable traffic-related impacts with the project (486 residential units) at the following locations:

- Collwood Boulevard between Montezuma Road and 54th Street
- 54$^{th}$ Street and El Cajon Boulevard

Additional residential units and the minor increase in net new trips would further contribute to the significant and unavoidable impacts to these two roadway segments but would not result in any new segment impacts. In addition, minor increase in air quality and GHG emissions would occur under this alternative. Therefore, this alternative was rejected because it would not avoid or substantially lessen a significant project impact as required by CEQA Guidelines Section 15126.6(a).

*Reduced Building Height Project Alternative*

This alternative would reduce the current allowable building heights from 40 feet to 60 feet (four to five stories) to a height of no more than 45 feet to accommodate lower rise buildings of one to three stories in the project site. This alternative could provide the density needed to support a Neighborhood Village for the Mid-City communities to implement the City of Villages Strategy of the General Plan that "focuses growth into mixed-use activity centers," or the smart growth concepts of SANDAG's Regional Comprehensive Plan. However, the reduced height would require unit sizes to be reduced to accommodate the same density, but would not support the following project objective "Provide a diverse array of attractive and affordable housing types that cater to a full range of households and living styles." Although this alternative would include a density range adequate to support transit oriented development, it would result in reduced unit

sizes and not meet the housing needs of all residents. In addition, the significant project impacts described in Chapter 4.0 of this EIR would not be avoided or substantially reduced by reducing the heights to 45 feet. Since visual and aesthetic impacts were determined to be less than significant in Section 4.14, additional analysis of this alternative would be unnecessary.

*Alternative Project Location*

The CEQA Guidelines recommend considering an alternative location to reduce potential impacts of a project. There are no other comparable sites of similar size within the Eastern Area of the Mid-City Communities Plan that could be redeveloped as a multi-model, mixed-use urban village. Moreover, there are no similar sites that would allow for the future vacation of an existing roadway to allow for the development of a neighborhood park to create recreational uses and an identity for the community, as well as an open space system that would help implement the goals identified in the Chollas Creek Enhancement Program. Based on the lack of comparable sites within the Eastern Area of the Community Plan and the project objectives, this alternative was eliminated from further consideration.

## 10.3 ALTERNATIVES SELECTED FOR EVALUATION

The No Project Alternative and the Reduced Residential Unit Project Alternative have been determined to be the only reasonable project alternatives that would reduce significant project effects. No other reduced project alternatives were identified that would be consistent with CEQA Guidelines Section 15126.6(a).

### 10.3.1 No Project Alternative – Adopted Community Plan

Pursuant to Section 15126.6(e)(3)(B) of the State CEQA Guidelines, the No Project Alternative is the "circumstance under which the project does not proceed." For purposes of this EIR, the No Project Alternative assumes that the site would develop pursuant to the existing Mid-City Communities Plan, which would be regulated by the Commercial-Community (CC-5-3) zone for the northern portion of the site and the Industrial Light (IL-2-1) zone for the southern portion of the site, which are more auto-oriented development regulations and would not develop as a as pedestrian-oriented, multi-modal urban village with 486 residential units and 130,000 square feet of nonresidential uses. In addition, Chollas Parkway would not be redesignated as park and open space land to allow the future development of Chollas Park and enhancement to Chollas Creek, and the existing conditions would remain as described in the EIR. Impacts associated with this alternative, as compared to the project, are described below.

**Biological Resources**

Under the No Project Alternative, construction impacts associated with the project would occur due to the site being development in compliance with the adopted Mid City Communities Plan. The existing structures could be demolished, and grading and construction would occur. Direct or indirect lighting impacts would also occur to Chollas Creek. The No Project Alternative would have similar impacts on biological resources than the project.

**Historical Resources**

The No Project Alternative would create a potential impact to archaeological resources, as the site could be development in compliance with the adopted Mid City Communities Plan. The existing structures could be demolished and grading could occur to accommodate new development consistent with the adopted Plan. Due to the known presence of archaeological resources in the project site, the area is presumed to have the potential for on-site resources that would be impacted by excavation to construct the proposed residential and commercial buildings. The No Project Alternative would have similar impacts on historical resources as the project.

**Noise**

Under the No Project Alternative, traffic volumes would increase with additional traffic or other new noise sources caused by the project's housing, retail, or commercial uses that could be development in compliance with the adopted Mid City Communities Plan. There would also be construction and demolition noise associated with the No Project Alternative when build out occurs. The increased traffic noise from the project's 7,218 ADT would not cause significant impacts to existing noise-sensitive land uses (less than 3 dBA). Similarly, the No Project Alternative would result in increased traffic noise and HVAC systems when the site develops, but would not cause significant impacts to existing noise-sensitive land uses. Temporary construction noise and a permanent increase in the ambient noise levels from HVAC systems were identified as significant project impacts for which mitigation was identified. The No Project Alternative would have similar noise impacts than the project.

**Paleontological Resources**

The No Project Alternative would create a potential impact to paleontological resources, as development would occur in compliance with the adopted Mid City and direct impacts would occur if project grading, excavation, trenching, boring, tunneling, or other activity that disturbs the subsurface geologic formation were to result in the destruction or alteration of a

paleontological resource. The No Project Alternative would have similar impacts on Paleontological Resources as the project.

**Traffic and Circulation**

Under the No Project Alternative, all of the roadways evaluated in the project vicinity would continue to operate at LOS D or better under existing conditions without the project, except for two segments that would operate at LOS F at Montezuma Road between Fairmount Avenue and Collwood Boulevard, and Collwood Boulevard between Montezuma Road and 54th Street. All project intersections evaluated in the project vicinity would continue to operate at LOS D or better under existing conditions without the project, except for one intersection that would operate at LOS E at College Avenue and University Avenue (PM peak hour); and two intersections that would operate at LOS F at Chollas Parkway and University Avenue (PM peak hour), and 54th Street and Chollas Parkway (PM peak hour and LOS E AM peak hour).

However, increased delays at project site intersections and roadway segments would still occur from increased cumulative traffic volumes (horizon year 2035) under the No Project Alternative. In addition to the significantly impacted roadway segment operations identified above, one additional segment would operate at LOS E from increased cumulative traffic volumes at University Avenue between 54th Street and 58th Street under the No Project alternative, and two additional segments would operate at LOS F at Montezuma Road between Fairmount Avenue and Collwood Boulevard and Collwood Boulevard between Montezuma Road and 54th Street. Cumulative traffic volumes at the intersection of College Avenue and University Avenue would operate at LOS E during AM and PM peak hours. 54th Street and Chollas Parkway would at operate LOS F during AM and PM peak hours. Chollas Parkway and University Avenue would operate LOS F during PM peak hours. Under the No Project Alternative, mitigation including the project's fair -share contribution to future capacity-enhancing improvements, restriping, roadway reconfiguration, and operational improvements (e.g., optimization of intersection signal timing splits, offsets, and cycle lengths) to the impacted roadway segments and intersections for the project's contribution to cumulative traffic growth would be provided as development projects occur in compliance with the Mid City Communities Plan and are conditioned to mitigate impacts. Therefore, under the No Project Alternative, traffic impacts would be similar than the project but impacts would remain as significant and unavoidable.

### 10.3.2 Reduced Residential Units Project Alternative

This alternative would allow development of the site at the low end of the allowable Neighborhood Village density range of 15 dwelling units per acre which would reduce the proposed residential units by from 486 to 253 (52%), with commercial use remaining constant.

This alternative would reduce the projected number of residential units by over 50 percent and would reduce project ADT to less than7,218 net new trips.

**Biological Resources**

The Reduced Residential Units Project Alternative would have the same footprint of development, demolition, and grading as the project, and would have the same potential impact on biological resources. Therefore, this alternative would result in a similar impact to biological resources as the project.

**Historical Resources**

The Reduced Residential Units Project Alternative would have the same footprint of development and excavation requirements as the project and would have the same potential impact on archaeological resources. Therefore, this alternative would result in a similar impact to historical and archaeological resources as the project.

**Noise**

The Reduced Residential Units Project Alternative would result in a reduction from the project 7,218 ADT under this alternative. Traffic noise impacts from existing and future traffic volumes would be slightly reduced, but would not substantially reduce traffic noise given the existing traffic volumes surrounding the site. As with the project, exterior noise levels would be similar to the project and would be in compliance with the San Diego Municipal Code exterior noise level requirements. The requirement to reduce interior noise levels for residential uses to no greater than 45 dBA would be the same as the project. Therefore, this alternative would result in slightly less noise impacts as the project.

**Paleontological Resources**

Implementation of the Reduced Residential Units Project Alternative could require excavation and, therefore, would result in a similar potential impact to paleontological resources as the project.

**Traffic and Circulation**

The Reduced Residential Units Project Alternative would reduce future project site traffic volumes due to the 52% reduction of residential units (an elimination of 233 units) and would reduce project ADT to less than 7,218. This reduction in net new trips would not change the

cumulative impact or LOS category at the significantly impacted roadway segment (Collwood Boulevard between Montezuma Road and 54th Street) or at the significantly impacted intersection (54th Street and El Cajon Boulevard), nor would it reduce roadway segment or intersection impacts to a level below significance. Therefore, the Reduced Residential Units Project Alternative would have slightly less impacts as the project on traffic and circulation, but would still result in significant and unavoidable impacts at these two locations. Accordingly, any further reduction in the development would not reduce the cumulatively significant and unavoidable impacts to the roadway segment or intersection to less than significant.

### 10.3.3 Environmentally Superior Alternative

Table 10-1 provides a summary of the project and each alternative on an impact-by-impact basis. The EIR analysis for the project concludes that significant and unmitigated impacts to Transportation/Circulation would result from the project. The No Project Alternative has similar environmental impacts when compared with the other alternatives, but would not meet the project objectives. CEQA requires that an alternative other than the No Project Alternative be identified as the environmentally superior alternative.

Based on the available data and the analysis provided in this section of the EIR, the Reduced Residential Units Project Alternative would be the environmentally superior alternative as it would slightly reduce project-generated noise and traffic, which would also reduce potential project impacts to air quality and GHG emissions to a greater degree than would the project. The Year 2035 traffic impacts would remain significant and mitigation including the project's fair-share contribution to future capacity-enhancing improvements, restriping, reconfiguration, and operational improvements for the impacted roadway segments and intersections would still be required under the Reduced Residential Units Project Alternative.

**Table 10-1**
**Comparison of Project Alternatives' Impacts to Project Impacts***

| Issue Area | Project | No Project Alternative | Reduced Residential Units Project Alternative |
|---|---|---|---|
| Biological Resources | Potential impacts mitigated to less than significant. | Similar to the project since the same project site would be developed in compliance with the Mid City Communities Plan and the same and direct and indirect impacts could occur. | Similar impacts could occur to biological resources during demolition and construction as with the project. |
| Historical Resources | Potential impacts mitigated to less than significant. | Similar to the project since historical resources would have similar level of disturbance when the project site is developed. | Similar would have similar level of disturbance when the project site is developed. |
| Noise | Potential impacts mitigated to less than significant. | Similar to the project since the site would be developed in compliance with the adopted Mid City Community Plan but with more commercial and industrial uses and less residential units. | Less than project since there would be a slight reduction in the future volume of traffic noise with less project ADTs due to 233 less residential units. Construction noise would be similar to the project. |
| Paleontological Resources | Potential impacts mitigated to less than significant. | Similar to the project since there would be excavation. | Similar potential impact to paleontological resources as the project since excavation could occur with this alternative. |
| Traffic and Circulation | Significant and unavoidable impacts | Similar to the project since increased delays at project site intersections and roadways would still occur from increased cumulative traffic volumes (horizon year 2035) under the No Project Alternative. | Less than the project since there would be reduced trip generation from the project's 7,218 ADTs. Although the alternative would have a slightly less traffic impact, it would still require project's fair-share contribution to future capacity-enhancing improvements, restriping, reconfiguration, and operational improvements to the impacted roadway segments and intersections. |

* Greater = Alternative results in greater impact than the project.
Less = Alternative results in less impact than the project.
Similar = Alternative results in similar impact as the project.
The project alternatives evaluated are only for issue areas that result in potentially significant project impacts. Evaluation is not included of issue areas for which the project would result in less than significant impacts.

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# CHAPTER 11.0
# MITIGATION, MONITORING, AND REPORTING PROGRAM

Section 21081.6 of the CEQA Guidelines requires that a mitigation, monitoring, and reporting program be adopted upon certification of an EIR to ensure that the mitigation measures are implemented. The mitigation monitoring and reporting program specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The project is described in this PEIR. The PEIR, incorporated herein as referenced, focused on issues determined to be potentially significant by the City. The issues addressed in the PEIR include air quality/odor; biological resources; greenhouse gas emissions and energy; historical resources; health and safety; hydrology and water quality; land use; noise; paleontological resources; population and housing; public services and facilities; public utilities; parks and recreation; transportation/circulation and parking; and visual effects and neighborhood character.

Public Resources Code section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts requiring mitigation were identified for biological resources; historical resources; land use; noise; paleontological resources; parks and recreation; and transportation/circulation and parking. The environmental analysis resulted in the identification of a mitigation framework which would reduce potentially significant impacts, but not to below a level of significance for all environmental issue areas noted above. Specifically, mitigation measures for significant impacts related to Transportation/Circulation and Parking were identified, but the program-level impact remains significant and unavoidable, even with adherence to the Mitigation Framework.

The mitigation monitoring and reporting program for the project is under the jurisdiction of the City and other agencies as specified in below. The mitigation monitoring and reporting program for the project addresses only the issue areas identified above as significant. The following is an overview of the mitigation monitoring and reporting program to be completed for the project.

**Summary of Project Impacts and Mitigation Measures**

The following tables summarize the potentially significant impacts and also list the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented. All the mitigation measures identified in the EIR are stated herein.

## Table 11-1
## Mitigation Monitoring Program Summary

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
|---|---|---|---|
| **BIOLOGICAL RESOURCES** | | | |
| **Impact BIO-1:** Potential future enhancement projects along Chollas Creek could result in an overall benefit to habitat quality for special-status wildlife, short-term impacts could be considered significant, and significant long-term impacts could result from enhancement of public access to the creek. | **Mitigation Measure BIO-1:** The City shall ensure the following measures are implemented to avoid and minimize potentially significant impacts on special-status species:<br><br>• A qualified biologist shall monitor and confirm compliance with applicable MSCP Subarea Plan policies and guidelines during construction activities adjacent to sensitive habitats, including suitable habitat for special-status species. The biological monitor shall be familiar with local habitats, plants, and wildlife, and shall maintain communications with the contractor to ensure that issues relating to biological resources are appropriately and lawfully managed. Biological monitoring shall occur within designated areas during critical times, such as installation of best management practices (BMPs) and fencing to protect sensitive habitats, and to ensure that all avoidance and minimization measures are properly constructed and maintained. The project biologist shall provide a final report documenting compliance with avoidance and minimization measures within 60 days of completion of construction activities.<br><br>• Project employees and contractors on-site shall complete a worker-awareness training conducted by the biological monitor. The training shall advise workers of potential | Mitigation will be implemented on a project by project basis.<br><br>Any project with identified sensitive species will require a pre-construction survey and construction management plan. | Applicant & City of San Diego |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
|---|---|---|---|
| | impacts on sensitive habitats and species and the potential penalties for such impacts. At a minimum, the program shall address the following topics: importance of sensitive habitats, known and potential occurrence of sensitive species in the area, a physical description, and their general ecology, sensitivity of the species to human activities, legal protection afforded species and sensitive habitats, and work features designed to reduce the impacts to species and sensitive habitats. Employees and contractors shall be instructed to immediately notify the biological monitor of any incidents, such as construction vehicles that move outside of the work area boundary. The biological monitor shall be responsible for notifying the City within 72 hours of any incident.<br>• Orange construction fencing shall be placed along the perimeter of the identified construction, laydown, and equipment storage areas adjacent to Chollas Creek.<br>• BMPs shall be implemented during construction to prevent impacts to water quality in Chollas Creek.<br>• Spill prevention and cleanup measures shall be practiced on-site. Fuel and equipment shall be stored at least 100 feet from Chollas Creek.<br>• Prior to construction, the project contractor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the State's General Construction Storm Water Permit – 99-08-DWQ, and implement the | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
|---|---|---|---|
| | SWPPP during construction. Specific measures to be incorporated into the SWPPP include the following:<br><br>a. All equipment shall be maintained in accordance with manufacturer's recommendations and requirements.<br><br>b. Equipment and containers shall be inspected daily for leaks.<br><br>c. The contractor shall use off-site maintenance and repair shops as much as possible for maintenance and repair of equipment.<br><br>d. If maintenance of equipment occurs on-site, within all areas, fuel/oil pans, absorbent pads, or appropriate containment shall be used to capture spills/leaks.<br><br>• All food-related trash such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers and/or closed trash bags and regularly removed from the project site. Feeding of wildlife shall be strictly prohibited. | | |
| **Impact BIO-2:** Disturbance of birds nesting along Chollas Creek during construction associated with roadway removal and park space development would be a significant impact if it results in nest failure and loss of individuals. | **Mitigation Measure BIO-2:** The City shall ensure the following measures are implemented to minimize potentially significant impacts on nesting birds:<br><br>• Removal of vegetation or structures that could be used by nesting birds shall be conducted outside of the bird nesting season (February 1 through September 15), to the maximum extent feasible.<br>• Construction activities adjacent to Chollas | Mitigation will be implemented on a project by project basis.<br><br>Any project with identified sensitive species will require a pre-construction survey and construction management plan. | Applicant & City of San Diego |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
|---|---|---|---|
| | Creek shall be conducted outside of the bird nesting season, to the maximum extent feasible.<br>• If vegetation or structure removal is not completed during the non-nesting season, a pre-construction survey shall be conducted by a qualified biologist to determine if active bird nests are present within any vegetation or structures to be removed.<br>• If construction occurs adjacent to Chollas Creek during the nesting season, a pre-construction survey shall be conducted by a qualified biologist to determine if active bird nests are present within 200 feet of construction areas.<br><br>If an active nest is found, an appropriately sized protective buffer shall be determined by a qualified biologist, and implementation of the buffer shall be monitored by the biologist until the young have fledged or the nest is otherwise no longer active. The buffer may be adjusted as appropriate, depending on the nest stage and disturbance level. | | |
| **HISTORICAL RESOURCES** | | | |
| **Impact AR-1:** Archaeological resources, if present on-site, could be substantially damaged or destroyed during the excavation for future development projects as part of future project implementation. Damage or destruction of archaeological resources could result in a significant project impact. | **Mitigation Measure AR-1:**<br><br>**I. Prior to Permit Issuance (for future projects that include ground disturbance)**<br>A. Entitlements Plan Check<br>1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction (precon) meeting, whichever is applicable, the Assistant | These verifications must be completed prior to the first preconstruction meeting, prior to issuance of any permits, and must be included in the plan check process. | Applicant & City of San Diego |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
|---|---|---|---|
| | Deputy Director (ADD) Environmental designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.<br>B. Letters of Qualification have been submitted to ADD<br>1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.<br>2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG.<br>3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program. | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
|---|---|---|---|
| | **II. Prior to Start of Construction**<br>A. Verification of Records Search<br>1. The PI shall provide verification to MMC that a site-specific records search (1/4-mile radius) has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.<br>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.<br>3. The PI may submit a detailed letter to MMC requesting a reduction to the 1/4-mile radius.<br>B. PI Shall Attend Precon Meetings<br>1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a precon meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American monitor shall attend any grading/excavation-related precon meetings to make comments and/or suggestions concerning the Archaeological Monitoring program | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
|---|---|---|---|
| | with the Construction Manager and/or Grading Contractor.<br>a. If the PI is unable to attend the precon meeting, the Applicant shall schedule a focused precon meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.<br>2. Identify Areas to Be Monitored<br>e. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.<br>f. The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).<br>3. When Monitoring Will Occur<br>a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
|---|---|---|---|
| | monitoring will occur.<br>b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents that indicate site conditions such as depth of excavation and/or site graded to bedrock, etc. that may reduce or increase the potential for resources to be present.<br>**III. During Construction**<br>A. Monitor(s) Shall be Present During Grading/Excavation/Trenching<br>1. The Archaeological Monitor shall be present full-time during all soil-disturbing and grading/excavation/trenching activities that could result in impacts to archaeological resources as identified on the AME. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Health Administration safety requirements may necessitate modification of the AME.**<br>2. The Native American consultant/monitor shall determine the extent of their presence during soil- | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
|---|---|---|---|
| | disturbing and grading/excavation/ trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B–C and IV.A–D shall commence.<br>3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.<br>4. The Archaeological Monitor and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRs shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion)**, and in the case of ANY discoveries. The RE shall forward copies to MMC.<br>B. Discovery Notification Process<br>1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil-disturbing activities, including but | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | not limited to digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.<br>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.<br>3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.<br>4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.<br>C. Determination of Significance<br>1. The PI and Native American consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.<br>a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.<br>b. If the resource is significant, the PI shall submit an Archaeological | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | Data Recovery Program that has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume. **Note: If a unique archaeological site is also a historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.**<br>c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.<br>**IV. Discovery of Human Remains**<br>If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains, and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Section 5097.98) and State Health and Safety Code (Section 7050.5) shall be undertaken: | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | A. Notification<br>1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process.<br>2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.<br>B. Isolate discovery site<br>1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.<br>2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.<br>3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.<br>C. If Human Remains **ARE** determined to be Native American<br>1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | By law, **ONLY** the Medical Examiner can make this call.<br>2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.<br>3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health and Safety Codes.<br>4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.<br>5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:<br>a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;<br>b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with Public Resources Code 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN, | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | c. In order to protect these sites, the Landowner shall do one or more of the following:<br>(1) Record the site with the NAHC;<br>(2) Record an open space or conservation easement on the site;<br>(3) Record a document with the County.<br>d. Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures, the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.<br>D. If Human Remains are **NOT** Native American<br>1. The PI shall contact the Medical Examiner with notification of the historic era context of the burial. | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
|---|---|---|---|
| | 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).<br>3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.<br>**V. Night and/or Weekend Work**<br>A. If night and/or weekend work is included in the contract<br>1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.<br>2. The following procedures shall be followed.<br>a. No Discoveries<br>In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to MMC via fax by 8 a.m. of the next business day.<br>b. Discoveries<br>All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction, and IV – Discovery of Human Remains. | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | Discovery of human remains shall always be treated as a significant discovery.<br>c. Potentially Significant Discoveries<br>If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.<br>d. The PI shall immediately contact MMC, or by 8 a.m. of the next business day, to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.<br>B. If night and/or weekend work becomes necessary during the course of construction<br>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.<br>2. The RE, or BI, as appropriate, shall notify MMC immediately.<br>C. All other procedures described above shall apply, as appropriate.<br>**VI. Post Construction**<br>A. Preparation and Submittal of Draft Monitoring Report<br>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines which describes the results, analysis, | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. **It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.**<br>a. For significant archaeological resources encountered during monitoring, the shall be included in the Draft Monitoring Report.<br>b. Recording Sites with State of California Department of Parks and Recreation<br>The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | Monitoring Report.<br>2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.<br>3. The PI shall submit revised Draft Monitoring Report to MMC for approval.<br>4. MMC shall provide written verification to the PI of the approved report.<br>5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.<br>B. Handling of Artifacts<br>1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued<br>2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.<br>3. The cost for curation is the responsibility of the property owner.<br>C. Curation of artifacts: Accession Agreement and Acceptance Verification<br>1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing, and/or data recovery for this project are permanently curated with an appropriate institution. This shall be | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | completed in consultation with MMC and the Native American representative, as applicable.<br>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.<br>3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.<br>D. Final Monitoring Report(s)<br>1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.<br>2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC that includes the Acceptance | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | Verification from the curation institution. | | |
| **Impact HR-1**: Any deviation from the plans reviewed by City Plan-Historic staff could result in a significant impact to a Historic Resource. | **Mitigation Measure HR-1:** The City shall ensure the following measure is implemented to minimize potentially significant impacts on historic architectural resources. Prior to the issuance of any construction permits, including but not limited to, the first grading permit, demolition plans/permits, and building plans/permits for future development projects, the structures identified in the Preliminary Historical Assessment shall be evaluated for historic significance at the project level in accordance with San Diego Municipal Code Section 143.0212 when a ministerial or discretionary application is submitted to the City to alter or demolish the building. | These verifications must be completed prior to the first preconstruction meeting, prior to issuance of any permits, and must be included in the plan check process. | Applicant & City of San Diego |
| **NOISE** | | | |
| **Impact NOI-1** Noise generated by short-term construction activities is estimated to generate an average maximum noise level of 75 dBA $L_{eq}$ at the nearest on-site receptor, which would exceed existing ambient noise levels by more than 10 dBA and, therefore, would be a significant project noise impact. | **Mitigation Measure NOI-1:** The City shall require through the discretionary approval process for future development projects that any construction activities and contractors adopt the following measures to control noise generated by construction activities:<br>• Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise-suppression devices (e.g., mufflers, silencers, wraps).<br>• Heavy-duty construction equipment shall not be operated within 15 feet of adjacent structures to prevent structural damage from construction generated vibration.<br>• If heavy-duty construction equipment must be operated within 15 feet of adjacent structures, before and after crack survey shall be taken of all structures that are within 15 feet of any | Mitigation will be implemented with future development projects. | Applicant & City of San Diego |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | construction operations. If any damage occurs to such structures from heavy equipment operations, those damages shall be repaired by the project proponent.<br>• All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded.<br>• Heavy-duty construction equipment shall be staged and used at the farthest distance feasible from adjacent sensitive receptors.<br>• Construction equipment shall not be idled for extended periods.<br>• Fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) shall be located as far as possible from noise-sensitive receptors.<br>• An on-site coordinator shall be employed by the project applicant/contractor, and his or her telephone number along with instructions on how to file a noise complaint shall be posted conspicuously around the project site during construction phases. The coordinator's duties shall include fielding and documenting noise complaints, determining the source of the complaint (e.g., piece of construction equipment), determining whether noise levels are within acceptable limits and according to City standards, and reporting complaints to the City. The coordinator shall contact nearby noise-sensitive receptors, advising them of the construction schedule. | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| **Impact NOI-2:** Noise generated by stationary HVAC systems could increase ambient noise levels at adjacent sensitive receptors by more than 3 dBA and, therefore, would be a significant project noise impact. | **Mitigation Measure NOI-2:** The City shall ensure that design and installation of stationary noise sources for the project meet the measures described below:<br><br>• Implement best design considerations and shielding, including installing stationary noise sources associated with HVAC systems indoors in mechanical rooms.<br>• Prior to the issuance of a building permit, the applicant or its designee shall prepare an acoustical study(s) of proposed mechanical equipment, which shall identify all noise-generating equipment, predict noise level property lines from all identified equipment, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation), as necessary, to comply with the City of San Diego noise ordinance.<br><br>With implementation of Mitigation Measure NOI-2, stationary noise sources would be designed and controlled to comply with the City of San Diego noise ordinance. | Mitigation will be implemented with future development projects. | Applicant & City of San Diego |
| **PALEONTOLOGICAL RESOURCES** | | | |
| **Impact Paleo-1:** Damage or destruction of a paleontological resource would be a significant project impact. | **Mitigation Measure PALEO-1:**<br><br>**I. Prior to Permit Issuance**<br>A. Entitlements Plan Check<br>1. Prior to issuance of any construction permits including but not limited to the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first | Future project applicant(s) must complete this measure prior to issuance of any construction permits. | Applicant & City of San Diego |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | preconstruction meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.<br>B. Letters of Qualification have been submitted to ADD<br>1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the Paleontological Monitoring Program, as defined in the City of San Diego Paleontology Guidelines.<br>2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.<br>3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.<br>**II. Prior to Start of Construction**<br>A. Verification of Records Search<br>1. The PI shall provide verification to MMC that a site-specific records search has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in- | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | house, a letter of verification from the PI stating that the search was completed.<br>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.<br>B. PI Shall Attend Preconstruction (Precon) Meetings<br>1. Prior to beginning any work that requires monitoring; the applicant shall arrange a precon meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related precon meetings to make comments and/or suggestions concerning the Paleontological Monitoring Program with the CM and/or Grading Contractor, and to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. (A qualified paleontologist is defined as an individual with MS or PhD degree in paleontology or geology who is familiar with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of San Diego County, and who has worked as a paleontological mitigation project | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | supervisor in the county for at least 1 year.)<br>a. If the PI is unable to attend the precon meeting, the applicant shall schedule a focused precon meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.<br>2. Identify Areas to Be Monitored<br>a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11 x 17 inches) to MMC identifying the areas to be monitored, including the delineation of grading/excavation limits. The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).<br>3. When Monitoring Will Occur<br>a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.<br>b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
|---|---|---|---|
| | information such as review of final construction documents that indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.<br>**III. During Construction**<br>A. A paleontological monitor should be on-site on a full-time basis during any original cutting of previously undisturbed deposits of high paleontological resource potential (Mission Valley Formation) or during any grading, excavation, or trenching activities, to inspect exposures for contained fossils. (A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor should work under the direction of a qualified paleontologist.) The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances, Occupational Safety and Health Administration safety requirements may necessitate modification of the PME.<br>B. In the event of a discovery, the paleontological monitor shall direct the contractor to temporarily divert activities in the area of discovery and immediately notify the RE or BI, as appropriate. The paleontological monitor shall immediately notify the PI (unless paleontological monitor | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | is the PI) of the discovery. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.<br>C. When fossils are discovered, the paleontologist (or paleontological monitor) should recover them. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances the paleontologist (or paleontological monitor) should be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovering of small fossil remains, such as isolated mammal teeth, it may be necessary to set up a screenwashing operation on the site. Fossil remains collected during monitoring and salvage should be cleaned, repaired, sorted, and catalogued as part of the mitigation program. Prepared fossils, along with copies of all pertinent field notes, photographs, and maps, should be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils should be accompanied by financial support for initial specimen storage. A final summary report should be completed that outlines the results of the mitigation program (described below). This report should include discussions of the | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.<br>**IV. Post Construction**<br>A. Preparation and Submittal of Draft Monitoring Report<br>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines that describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring,<br>a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.<br>b. Recording Sites with the San Diego Natural History Museum The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| | 2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.<br>3. The PI shall submit revised Draft Monitoring Report to MMC for approval.<br>4. MMC shall provide written verification to the PI of the approved report.<br>5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.<br>B. Handling of Fossil Remains<br>1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.<br>2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate<br>C. Curation of fossil remains: Deed of Gift and Acceptance Verification<br>1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.<br>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. | | |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
|---|---|---|---|
| | D. Final Monitoring Report(s)<br>1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.<br>2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution. | | |
| **TRAFFIC/CIRCULATION, AND PARKING** | | | |
| **Impact T-1:** University Avenue between 54th Street and 58th Street: University Avenue between 54th Street and 58th Street is classified as a Four-Lane Major, but is currently constructed and operated as a Four-Lane Collector due to the lack of a continuous raised median. The project would have significant horizon year transportation impacts at this roadway segment. | **Mitigation Measure T-1: University Avenue between 54th Street and 58th Street:** Provide a raised median from 54th Street to 58th Street, satisfactory to the City Engineer. This intersection improvement project is identified in the Mid-City PFFP (T28 & T30). | Community Plan build-out will occur over the planning horizon for the proposed project, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding. | City of San Diego |
| **Impact T-2:** College Avenue and University Avenue: The project would contribute a total of 70 and 120 additional trips to the intersection during the AM and PM peak hours, respectively, causing the intersection operations to degrade further (worse LOS E in the AM and PM peak hours) under future with project conditions. | **Mitigation Measure T-2: College Avenue and University Avenue:** Restripe the southbound and northbound approaches to provide dual left turn lanes and modify the traffic signal accordingly, satisfactory of the City Engineer. This project will also provide for Class III bicycle lanes on College Avenue north of University Avenue. Project significant traffic impact to this roadway segment would be fully mitigated with the implementation of this mitigation measure. This intersection improvement project is identified in the Mid-City PFFP (T30 & B2). | Community Plan build-out will occur over the planning horizon for the proposed project, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding. | City of San Diego |

| Potential Significant Impact | Mitigation Measures | Timeframe of Mitigation | Monitoring, Enforcement, and Reporting Responsibility |
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| **Impact T-3:** Collwood Boulevard between Montezuma Road and 54th Street Roadway Segment and is currently constructed and operated as a Two-Lane Collector with Class II bike facility on both sides of the street. | Restriping this roadway segment to a four-lane roadway would impact existing bike facility and on street parking that is heavily utilized by existing residential developments in the area. Widening this roadway to accommodate a four-lane roadway configuration and maintaining existing bike facility would require ROW acquisition which would have adverse impact to existing residential properties. | Future development project projects must complete this measure prior to issuance of any permits. | Applicant & City of San Diego |
| **Impact T-4:** 54th Street and El Cajon Boulevard Intersection. The project would contribute a total of 150 additional trips to the intersection during the PM peak hour causing the intersection LOS to degrade from LOS D to E. | Widening the southbound approach to accommodate a dual left turn lane would require R-O-W acquisition which would have adverse impact on the on-site parking (11 parking stalls) of existing commercial property, pedestrian crossing distance to transit stops on El Cajon Boulevard and 54$^{th}$ Street and newly constructed public improvements related to Mid-City Rapid Bus (Route 215) station at the northwest corner of this intersection on El Cajon Boulevard (transit corridor) that included curb extension, bus shelter and landscaping. | Future development projects must complete this measure prior to issuance of any permits. | Applicant & City of San Diego |

# CHAPTER 12.0
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