THE CITY OF SAN DIEGO

ENVIRONMENTAL IMPACT REPORT

Project No. 661800
SCH No. 2017081051

SUBJECT: **4th Corner Apartments**: The project is requesting a SITE DEVELOPMENT PERMIT and TENTATIVE MAP to consolidate six contiguous lots into one lot, demolish an existing historic structure (American Legion Hall, HRB No. 525) and construct a 131,998-square-foot, five story mixed use in-fill project consisting of 75 multi-dwelling units with residential amenities, comprised of approximately 5,300 square feet of outdoor recreation open space on a podium deck, a 1,530-square-foot lounge, a kitchen, and laundry room. The non-residential component of the project consists of an approximately 1,818-square-foot community meeting space for use by the general public located on the ground floor. The project includes 67 at-grade parking spaces, 10 motorcycle spaces, and 56 total bicycle spaces. Various site improvements would also be constructed including associated hardscape and landscape. The project would conform to the Affordable/In-Fill Housing and Sustainable Buildings Expedite Program by providing affordable housing. All of the residential units, other than one manager's unit, would be affordable within the low-income category of 60 percent of the average median income. The project is requesting allowable deviations from applicable development regulations associated with floor area ratio, side- and rear-yard setbacks, building transparency, and private storage requirements. The 0.87-acre developed site is located at 4021, 4035, 4037, and 4061 Fairmount Avenue. The site is designated commercial and mixed-use (43 dwelling units per acre) and in the CU-2-3 zone of the Central Urbanized Planned District. Additionally, the project site is within the Parking Standards Transit Priority Area, the Transit Area Overlay Zone, and the Transit Priority Area. (LEGAL DESCRIPTION: Parcel A - The South 12.5 feet of Lot 8, all of Lots 9 and 10 in Block 1 of City Heights Annex No. 1 according to Map thereof No. 1001, Parcel B - Lots 11 and 12 in Block 1 of City Heights Annex No. 1 according to Map thereof No. 1001, Parcel C – Lots 13 and 14 in Block 1 of City Heights Annex No. 1 according to Map thereof No. 1001, Lots 15 and 16 in Block 1 of City Heights Annex No. 1 according to Map thereof No. 1001, and The South 5 feet of Lot 18 and all of Lots 19 and 20 excepting from said lot 20, the south 10 feet thereof, in Block 1 of City Heights Annex No. 1 according to Map thereof No. 1001.) APPLICANT: Wakeland Housing & Development.

UPDATE: **<u>November 18, 2020</u>. Clarifications/revisions have been made to the final Environmental Impact Report (EIR) when compared to the draft environmental document. More specifically, clarifications have been made to the minor revisions were needed to clarify the environmental impacts of the adopting the Partial Rehabilitation Alternative. In accordance with the California Environmental Quality Act (CEQA), Section 15073.5(c)(4), the addition of new information that clarifies, amplifies, or makes insignificant modifications does not require recirculation as there are no new impacts and no new mitigation identified. An environmental document need only be recirculated when there is the identification of new significant environmental impacts or the addition of a new mitigation measure required to avoid a significant environmental impact. The text modifications within the final environmental document do not affect the environmental analysis or conclusions of the EIR. Revisions to the EIR are reflected in a ~~strikeout~~/<u>underline</u> format.**

ENVIRONMENTAL DETERMINATION:

This document has been prepared by the City of San Diego's Environmental Analysis Section under the direction of the Development Services Department and is based on the City's independent analysis and conclusions made pursuant to 21082.1 of the California Environmental Quality Act (CEQA) Statutes and Sections 128.0103(a), 128.0103(b) of the San Diego Land Development Code.

Based on the analysis conducted for the project described above, the City of San Diego, as the Lead Agency, has prepared the following Environmental Impact Report. The analysis addressed the following issue area(s) in detail: **Land Use, Transportation and Circulation, Historical Resources,** and **Noise**. The Environmental Impact Report concluded that the project would result in significant but mitigated environmental impacts to **Noise**, and significant unmitigated impacts to **Land Use** and **Historical Resources** All other impacts analyzed in the draft EIR were determined to be less than significant or no impact identified.

The purpose of this document is to inform decision-makers, agencies, 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.

PUBLIC REVIEW DISTRIBUTION:

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

<u>City of San Diego</u>
Mayor's Office (MS11A)
Council Member Gomez, District 9
Development Services Department
- Fire-Plan Review – Jaime Velasquez
- Engineering – Noha Abedelmottaleb
- Geology – Kreg Mills
- Landscaping – Daniel Neri
- Planning Review – Joseph Stanco

Map Check – Chet Dowling
Transportation – Meghan Cedeno
Park and Rec – Ilisa Goldman
Plan-Historic – Susanne Segur
Plan-Long Range – Nathen Causman
PUD- Water and Sewer – Jay Purdy
San Diego Police Department (MS776)
San Diego Fire-Rescue (MS 603)
Environmental Services Department (MS 1102A)
Facilities Financing (93B)
Water Review (86A)
Historical Resources Board (87)
City Attorney (59)

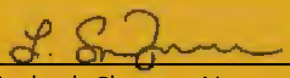
Other Interested Groups, Organizations, and Individuals
South Coastal Information Center
San Diego History Center
San Diego Archaeological Center
San Diego Natural History Museum
Save Our Heritage Organization
San Diego Archaeological Society, Inc.
The Western Office of the National Trust for Historic Preservation
City Heights Business Improvement Association
The Boulevard
City Heights Area Planning Committee
Rolando Community Council
Kensington Talmadge
Normal Heights Community Planning Group
Normal Heights Community Association
Normal Heights Community Center
Theresa Quiroz
Fox Canon Neighborhood Association
William D. Jones
Colina Del Sur Senior Citizens
Oak Park Community Council- Margo Leimbach
Oak Park Community Council
Mel Sharpio
Eastern Area Communities Planning
Fairmount Park Neighborhood Association
John Stump
Darnell Community Council
Wakeland Housing & Development, Applicant
Jeannette Temple, Atlantis Group Land Use Consultants
Kim Baranek, Baranek Consulting
Richard Drury, Lozeau Drury LLP
Komalpreet Toor, Lozeau Drury LLP
Stacey Oborne, Lozeau Drury LLP

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 document. No response is necessary and the letters are incorporated herein.

(X) Comments addressing the accuracy or completeness of the draft environmental document were received during the public input period. The letters and responses are incorporated herein.



Elizabeth Shearer-Nguyen
Senior Planner
Development Services Department

October 2, 2020
Date of Draft Report

November 18, 2020
Date of Final Report

Analyst: M. Dresser

4TH CORNER APARTMENTS PROJECT EIR
LETTER OF COMMENT AND RESPONSES

Letters of comment to the Draft Environmental Impact Report (DEIR) were received from the following organization (Table RTC-1) during the 30-day public review. One comment letter was received during the DEIR public review period. In addition, while responding to comments, it was determined that minor revisions were needed to clarify the environmental impacts of adopting the Partial Rehabilitation Alternative. These changes to the text are indicated by strikeout (deleted) and underline (inserted) markings in the FEIR.

Table RTC-1
LIST OF COMMENTING AGENCIES AND ORGANIZATIONS

Letter	Commenter	Page
Organizations		
A	Save Our Heritage Organization	RTC-2

COMMENTS	RESPONSES

Save Our Heritage Organisation
Protecting San Diego's architectural and cultural heritage since 1969

Thursday, October 22, 2020

Morgan Dresser, Development Services Center
City of San Diego
1222 First Avenue, MS 501
San Diego, CA 92101

Re: 4th Corner Apartments, Project No. 661800

Morgan,

A1 Save Our Heritage Organisation (SOHO) has reviewed the draft Environmental Impact Report and opposes the 4th Corner Apartments project, as proposed, because it will unnecessarily demolish a historical resource, the DeWitt C. Mitchell Memorial American Legion Hall Post 201, which is located in an area of the city that is lacking in formally recognized historical resources. While SOHO prefers the *Full Rehabilitation Alternative*, which is also the environmentally superior alternative, we could support the *Partial Rehabilitation Alternative*, which more holistically weighs City Height's needs with its existing amenities. Should the project be approved as proposed, mitigation must extend beyond HABS, salvage, interpretive signage, and meeting space, to also include funding toward the City's Historical Preservation Fund, which was founded upon demolishing designated historical resources.

A2 The purpose of the Historical Preservation element is to guide the preservation, protection, restoration, and rehabilitation of historical and cultural resources as well as maintain a sense of the city and improve the quality of the built environment, however, the proposed project does not aim to meet this General Plan goal with demolition. Further, inclusion of the historic American Legion Hall into the project will foster an appreciation for the city's history and culture, as well as help maintain the character and identity of City Heights. Preservation and development can and should work together at this site, especially because there are new local preservation incentives, state historical tax credits (that can be combined with affordable housing credits), and federal credits that can be used to devise the best project for the community - one that retains the community character instead of remaking it into "anywhere USA."

A3 SOHO supports the *Full Rehabilitation Alternative*, which avoids all significant historical resource impacts and also avoids significant and unmitigated land use impacts related to the conflict with historic preservation policy. While the project would result in 16 fewer units, this alternative supports the historical resource, quality of the built environment, and City Heights' sense of place. SOHO would also support the *Partial Rehabilitation Alternative*, which is a compromise that still achieves most of the project objectives. SOHO also has high confidence that the design team can think innovatively to solve the inefficient spatial issues outlined with this alternative.

A4 SOHO opposes the 4th Corner Apartments project as proposed in this draft EIR due to the unnecessary demolition of the DeWitt C. Mitchell Memorial American Legion Hall Post 201 and encourages adoption of either the *Full Rehabilitation Alternative* or the *Partial Rehabilitation Alternative*.

Thank you for the opportunity to comment,

Bruce Coons
Executive Director
Save Our Heritage Organisation

2476 San Diego Avenue • San Diego CA 92110 • www.sohosandiego.org • 619/297-9327 • 619/291-3576 fax

A1 Comment noted. Demolition of the American Legion Hall is proposed so the applicant may construct the maximum number of affordable housing units for families as possible on the project site, which is one of the project's primary objectives. DEIR Section 5.3 contains an analysis of the project's impacts and identifies significant and unavoidable impacts to historic resources. Mitigation is outlined in the DEIR and CEQA Findings that will minimize those impacts, to the extent feasible, including the completion of Historic American Building Survey documentation including photos and measured drawings; the integration of a replacement community meeting space to offset the loss of the historic use; development of interpretive material and integration of an interpretive display on the building exterior for public exhibit; and architectural salvage of historic period elements, such as original wood-framed windows, doors, and clay roof tiles. Per San Diego Municipal Code Section 126.0502(d)(1)(E), "Development that deviates from the Historical Resources Regulations, as described in Section 143.0210" would require a Site Development Permit (SDP). The Historical Preservation Fund noted in this comment was established on July 7, 2009, (Resolution Number R-305067) as "a special interest-bearing fund, for any and all potential grants, donations, fines, penalties, or other sources of funding for the purpose of historic preservation"; it is not limited to any one funding source. Payment into the Historical Preservation Fund is not a requirement for obtaining an SDP from the City. SOHO's support for the Full Rehabilitation or Partial Rehabilitation Alternatives is noted.

COMMENTS	RESPONSES
	A2 Table 5.1-2 in DEIR Section 5.1 acknowledges that demolition of the American Legion Hall is inconsistent with historic preservation policies in the Historic Preservation Element of the General Plan and Mid-Cities Community Plan, as noted in this comment. However, the applicant is seeking an SDP for impacts to historical resources as allowed by processes outlined in Land Development Code Section 126.0502 (d)(1)(E). The applicant is aware of the availability of historic preservation tax credits referenced in this comment but has chosen not to incorporate the tax credits as a component of financing the project. A3 Comments noted. The City acknowledges SOHO's support for the two alternatives addressed in detail in DEIR Chapter 8. Only the Full Rehabilitation Alternative fully avoids project impacts to historical resources. The Partial Rehabilitation Alternative would lessen the project's impact but would still require the same mitigation. Text revisions have been implemented in FEIR Section 8.4.3 to clarify this point. Both alternatives are rejected because they would not attain most of the project objectives as outlined in EIR Chapter 3. The loss of units would reduce the project's ability to maximize the supply of affordable housing units for families in City Heights and meet the City's Regional Housing Needs Assessment (RHNA) mandated goals outlined in the Housing Element.

COMMENTS	RESPONSES
	A4 Noted; refer to response to comments A1 through A3. The City appreciates the opinion expressed by SOHO in this comment; the decision maker will take into consideration comments received in conjunction with the Findings and Statement of Overriding Considerations prepared for the project when deciding on whether to approve the project as proposed or adopt one of the project alternatives.

4TH CORNER APARTMENTS PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT

SCH NO. 2017081051; PROJECT NO. 661800

NOVEMBER 2020

Prepared for:

City of San Diego
Development Services Department
Land Development Review
1222 First Avenue, MS 501
San Diego, CA 92101-4155

4TH CORNER APARTMENTS PROJECT
4TH SCREENCHECK DRAFT ENVIRONMENTAL IMPACT REPORT

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ABBREVIATIONS AND ACRONYMS

Abbreviation/Acronym	Definition
AB	Assembly Bill
ACM	asbestos-containing material
ADT	average daily trip
AIA	Airport Influence Area
ALUCP	airport land use compatibility plan
AMI	average mean income
APCD	Air Pollution Control District
APN	Assessor's parcel number
Basin Plan	Water Quality Control Plan for the San Diego Basin
BMPs	best management practices
CAC	California Administrative Code
CALGreen	California Green Building Standards
CAP	climate action plan
CARB	California Air Resources Board
CCR	California Code of Regulations
CD	construction document
CDFW	California Department of Fish and Wildlife
CEC	California Energy Code
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CHRIS	California Historic Resources Information System
City	City of San Diego
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CRHR	California Register of Historic Resources
CUPD	Central Urbanized Planned District
CY	cubic yard
dB	decibel
dBA	A-weighted decibel
DIF	development impact fee
DSD	City of San Diego Development Services Department
DU	dwelling unit
ED	environmental designee
EIR	environmental impact report
ESL	Environmentally Sensitive Lands
GHG	greenhouse gas
HABS	Historic American Buildings Survey
HAP	hazardous air pollutant
HRB	Historical Resources Board
HRTR	historical resources technical report
HVAC	heating, ventilation, and air conditioning
kBtu	thousand British thermal units
KSF	1,000 square feet
kWh	kilowatt-hours
LBP	lead-based paint
LDC	Land Development Code

Abbreviation/Acronym	Definition
Ldn	day-night average level
Leq	equivalent noise level
LMA	local mobility analysis
Lmax	highest RMS sound pressure level within a measuring period
Lmin	lowest RMS sound pressure level within a measuring period
MMC	mitigation monitoring coordination
MHPA	Multi-Habitat Planning Area
MRZ	Mineral Resource Zone
MSCP	Multiple Species Conservation Program
NHPA	National Historic Preservation Act of 1966
NOP	notice of preparation
NO_X	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	ozone
PIF	project information form
PM2.5	fine particulate matter
PM10	respirable particulate matter
PRC	Public Resources Code
project	4th Corner Apartment Project
RAQS	San Diego County Regional Air Quality Strategy
RE	resident engineer
RMA	root mean squared
ROG	reactive organic gas
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCH	State Clearinghouse
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDFD	City of San Diego Fire-Rescue Department
SDG&E	San Diego Gas & Electric
SDMC	San Diego Municipal Code
SDP	site development permit
SDPD	San Diego Police Department
SDUSD	San Diego Unified School District
SF	square feet
SIP	State Implementation Plan
SO_X	oxides of sulfur
TAC	toxic air contaminant
TNM	traffic noise model
TSM	Transportation Study Manual
Urban Greening Plan	City Heights Urban Greening Plan
USEPA	United States Environmental Protection Agency
VdB	vibration decibel
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
WSA	water supply assessment
WSV	water supply verification

ES. EXECUTIVE SUMMARY

This summary provides a synopsis of the 4th Corner Apartments Project (project), the results of the environmental analysis, and project alternatives considered in this Environmental Impact Report (EIR). This summary does not contain the extensive background and analysis contained in the various sections of the EIR.

The purpose of an EIR is to inform public agency decision makers and the general public of the potentially significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (CEQA Guidelines Section 15121(a)). This EIR is an informational document for use by the City of San Diego (City), decision makers, and members of the general public to evaluate the environmental effects of the proposed project. This document complies with all criteria, standards, and procedures of CEQA and the CEQA Guidelines (California Administrative Code Sections 15000 et seq.) and the City's EIR Guidelines (City 2005a). The City is the lead agency for the project evaluated in this EIR. This document has been prepared as a project EIR pursuant to CEQA Guidelines Section 15161. This document represents the independent judgment of the City as lead agency (CEQA Guidelines Section 15050).

ES.1 Project Location, Setting, Objectives, and Description

The project site is centrally located in metropolitan San Diego in the Teralta neighborhood of the City Heights community within the Mid-City Community Planning area. The project site is located approximately 9 miles east of the Pacific Ocean, 4 miles north of downtown San Diego, 2 miles south of Interstate (I-) 8, and approximately 0.4 miles east of I-15 (refer to **Figure 2-1**, *Regional Location*, and **Figure 2-2**, *Project Location and Vicinity*). Regionally, the project site can be accessed from I-15, I-8, State Route 94, and I-805. The project site is bound by dedicated city parkland at 4077 Fairmount Avenue to the north, a commercial development to the south, Fairmount Avenue on the west, and an unnamed alley to the east. Local access to the site is provided by Fairmount Avenue, University Avenue, Polk Avenue, and El Cajon Boulevard.

The project site includes an existing commercial structure at 4061 Fairmount Avenue (approximately 7,936 square feet [SF] in size), which is currently vacant but historically occupied since its construction in 1931. This structure is a designated historic resource, American Legion Hall, Historical Resources Board No. 525, the front portion of which is a two-story office building with a one-story meeting hall in the rear. At-grade parking is provided to the south of the structure, and a small storage shed is located in the southeast corner of the property. The project site is surrounded by developed and urban land uses including the Southern Sudanese Community Center building on dedicated city parkland to the north, a commercial development to the south, Fairmount Avenue on the west, and an unnamed alley to the east. The area west of the project site, across Fairmount Avenue, is developed with commercial uses, as well as a five-story mixed-use (residential/commercial) development known as City Heights Square.

The 4th Corner Apartment Project proposes to redevelop the project site with an infill development with mixed uses that would provide 75 multiple dwelling units (DU) along with 1,818 SF of community space for use by the general public. All of the residential units, with the exception of the

manager's unit, would be affordable within the low income category of 60% of the average median income (AMI). Implementation of the project would require the demolition of a locally-designated historic resource, American Legion Hall. The project is proposed consistent with the State density bonus law, specifically Assembly Bill (AB) 1763 and its amendments to Government Code Section 65915 and City of San Diego Affordable Housing Regulations (SDMC Section 143.0700).

The project objectives for with the 4th Corner Apartment Project are as follows:

1. Assist the City of San Diego in expanding its regional housing stock of rental housing in accordance with the goals established in the General Plan Housing Element;
2. Maximize the supply of affordable family housing rental units in City Heights community for low-income households;
3. Create a coherent and cohesive building site and site design that is compatible in scale and character and enhances the existing community character and streetscape in the City Heights community, in accordance with the Mid-City Communities Plan and other applicable regulations;
4. Take advantage of charitably donated land in City Heights to minimize the need for additional financial resources earmarked for affordable-housing developments;
5. Redevelop the project site to cluster high-density housing opportunities along transportation corridors in the City Heights community where transit and other amenities are readily available;
6. Use architecture and design elements to ensure high-quality aesthetics, transparency, space efficiencies, and community/resident security;
7. Create ground-floor community meeting space that is available for convenient use by the general public; and
8. Complete the redevelopment of properties at the intersection of University and Fairmount Avenues.

The following entitlements are necessary for the project:

- A Site Development Permit (SDP) is required to demolish the designated historic structure at 4061 Fairmount Avenue, San Diego Historical Landmark No. 525 per SDMC Section 126.0502(d)(1).
- A Tentative Map (TM) is proposed to consolidate the six contiguous lots at 4021, 4035, 4037, and 4061 Fairmount Avenue into a single lot.

The City would use information contained in this EIR and supporting documentation in its decision to approve the required discretionary permits.

ES.1.1 Site Plan and Design Features

The residential component of the mixed-use/infill project would consist of 75 DU (including a unit for an on-site manager) along with resident amenities, including approximately 5,300 SF of outdoor recreation open space on a podium deck, a 1,530 SF residents' lounge, a resident kitchen, and a resident

laundry room. The non-residential component of the project consists of approximately 1,818 SF of community meeting space for use by the general public that would be located on the ground floor.

The building is designed in a contemporary style of architecture with storefront glazing at the ground-level community space, accent materials on the exterior façade (such as brick, concrete, and siding), and color to reduce the massing and bulk of the building. The residential entrance, containing the manager's office, residents lounge, and lobby elevator, would be accessible from Fairmount Avenue, as would the community meeting space. The building would be four stories of residential wood construction, over an at-grade parking structure, resulting in a structure that would be approximately 62 feet in height.

The proposed landscape plan includes the use of native/naturalized and/or drought-tolerant plant material, whenever possible. The landscape plan for the outdoor/recreation courtyard emphasizes a garden setting, where plant material would be used to help define spaces, encourage circulation paths, and highlight entry points. Landscaping within the outdoor/recreation courtyard on the podium level would feature large evergreen canopy trees, medium evergreen screening trees, small flowering trees, and raised planters. Street trees are proposed to define and activate the pedestrian parkway along Fairmount Avenue and to provide shade and scale to the street scene. The street trees would also help soften the building façade, reduce the heat island effect, and provide carbon sequestration.

Vehicular access to the project and the parking garage would be via a full access driveway to the existing alley on the east side of the proposed residential building. Parking for vehicles and motorcycles would be provided in the parking structure and in parking spaces on the alley adjacent to the parking garage. Bicycle storage for the residents would be provided within the garage, and short-term bicycle parking would also be provided in racks next to the front door on Fairmount Avenue. The proposed number of parking spaces for vehicles and bicycles would exceed the City's minimum parking requirements, while motorcycle parking would meet the City's minimum parking requirements. To enhance the pedestrian experience along the Fairmount Avenue frontage, approximately 2.3 feet (equal to 696 SF) of property would be dedicated to the City as additional right-of-way to facilitate installation of a 10-foot-wide urban parkway with a non-contiguous sidewalk, landscaping, and lighting. The entrances to the community space, lobby, and residential leasing office would be located on the Fairmount Avenue frontage.

ES.1.2 Utilities and Other Site Improvements

New sidewalk, curbs, and gutters would be installed adjacent to the project site along Fairmount Avenue and all six existing non-utilized driveways would be closed and replaced with full-height curb and gutter, satisfactory to the City engineer. The project would reconstruct the full width of the existing unnamed alley adjacent to the project site, from Polk Avenue to University Avenue. Additionally, the existing overhead electrical facilities and other public utility systems and service facilities in the unnamed alley would be undergrounded along the eastern boundary of the project site, from Polk Avenue to University Avenue.

ES.1.3 Sustainable Design

The project has been designed to promote sustainability and includes construction of affordable residences and community meeting space within a 2035 Transit Priority Area. Provision of a

compact, walkable, mixed-use development with pedestrian and bicycle amenities, with access to transit, would promote the reduction of vehicle trips and associated energy consumption and air pollutant (including greenhouse gas) emissions.

ES.2 Environmental Analysis

This EIR contains an environmental analysis of the potential impacts associated with implementation of the proposed project. The issues that are addressed in detail in the EIR include Land Use, Transportation/Circulation, Historical Resources, and Noise. Based on the analysis contained in Chapter 5, *Environmental Review*, the project would result in the potential for significant impacts to land use (plan inconsistency related to loss of significant historical resource) and historical resources (direct impact to significant historic structure). Mitigation measures have been identified that would reduce impacts to the significant historic structure, to the extent feasible, but impacts would remain significant and unmitigated.

The City also determined in Section 7.1, *Effects Found Not to Be Significant*, that the project would not have the potential to cause significant impacts for the following 16 issue areas: Agriculture and Forestry Resources, Air Quality, Biological Resources, Energy, Geologic Conditions, Greenhouse Gas Emissions, Health and Safety, Hydrology, Mineral Resources, Paleontological Resources, Population and Housing, Public Services and Facilities, Tribal Cultural Resources, Utilities and Service Systems, Visual Effects/Neighborhood Character, and Water Quality.

Table ES-1, *Project Impacts and Proposed Mitigation*, summarizes the project's potentially significant direct and cumulative environmental impacts and required mitigation measures by issue, as analyzed in Chapters 5 and 7 of this EIR. The last column of the table indicates whether the impact would be reduced to below a level of significance after implementation of the mitigation measures.

ES.3 Project Alternatives

Three project alternatives are addressed in detail in this report: No Project/No Development, Full Rehabilitation Alternative, and Partial Rehabilitation Alternative. A summary of these alternatives is presented below with the detailed analysis provided in Chapter 8, *Project Alternatives*. Pursuant to CEQA Guidelines Section 15126(e)(2), the Full Rehabilitation Alternative is identified as the environmentally superior alternative based on the fact that would avoid all significant and unavoidable historic resources impacts associated with the project by not demolishing any of the listed historical resource, which would also avoid significant and unmitigated land use impacts related to the conflict with historic preservation policy.

ES.3.1 No Project/No Development Alternative

Pursuant to CEQA Guidelines Section 15126.6(e)(3)(B), the No Project Alternative is the "circumstance under which the project does not proceed." Under the No Project/No Development Alternative for this EIR, construction of the 4th Corner Apartment Project would not occur. The site would remain as it is today and the vacant commercial structure at 4061 Fairmount Avenue would remain. The at-grade parking lot, small storage shed, urban gardens, underground utilities, concrete hardscaping, and perimeter security fencing would remain on site. No changes to the existing site would occur

under the No Project/No Development Alternative. The existing parkway and sidewalk along the project frontage would remain. Because no affordable family housing would be constructed, this alternative would not achieve the project's basic objectives related to assisting the City of San Diego in expanding its regional housing stock of rental housing, maximizing the supply of affordable family housing rental units in City Heights, creating a coherent and cohesive building site, redeveloping the project site to cluster high-density housing opportunities along transportation corridors, and completing the redevelopment of properties at the intersection of University and Fairmount Avenues.

ES.3.2 Full Rehabilitation Alternative

Under this alternative, the historic structure would be retained on site, rehabilitated (e.g., repairs and updated windows, plumbing, flooring, finishes, and roofing), and repurposed to provide community space/office/kitchen/storage areas. The affordable housing units would be constructed in an approximately 77,000 SF, five-story structure to the south of the rehabilitated structure and above the ground-floor parking garage. Retention of the existing historic structure would reduce the on-site developable area, resulting in 16 fewer affordable residential units (i.e., 59 DU as compared to 75 DU) with a higher mix of two-bedroom than three-bedroom units. This alternative would include dedication along the project frontage to construct an improved parkway with a non-contiguous sidewalk and landscaping for pedestrians.

The Full Rehabilitation Alternative would achieve some but not all of the project objectives in that only 78% of the project site would be available for affordable housing development, resulting in fewer affordable housing units, which is inconsistent with City housing policies related to the need to construct rental housing to address low vacancies and supply, in particular, in City Heights. By implementing the Full Rehabilitation Alternative, the rehabilitated stucco facade and limited glazing of the American Legion Hall would not provide the architectural transparency envisioned in the Mid-City Communities Plan and Central Urbanized Planned District (CUPD) development regulations. The Full Rehabilitation Alternative would also result in space inefficiencies related to having the community meeting space situated behind the storefront office space, thus making it only accessible from the parking garage and introducing site security concerns related to non-resident access to the property. The alternative building configuration would also result in internal space inefficiencies with regard to resident amenities (i.e., second-story resident lounge inside the rehabilitated structure). Finally, because rehabilitation of the structure would require additional financial resources, the applicant would have to rely on financial resources earmarked for other affordable housing developments to implement the project.

ES.3.3 Partial Rehabilitation Alternative

Under the Partial Rehabilitation Alternative, the front (two-story) portion of the American Legion Hall would be retained on site, rehabilitated, and used to provide office and resident amenity space. The rear (single-story) portion of the American Legion Hall would be demolished to make way for the ground-floor community space and resident amenities behind the two-story rehabilitated structure. Residential units would be constructed above the new community meeting space. Based on a preliminary layout, this alternative would involve the construction of an approximately 91,200 SF, five-story residential structure, including residential amenities and 1,890 SF of ground-floor community space on the first floor of ~~the rehabilitated structure and in~~ the new structure. Under

this alternative, the reduced site area available for residential development would result in the construction of 71 DU (i.e., a 4-unit and eight-bedroom reduction from the project) with over twice as many two-bedroom units as three-bedroom units, similar to the project. Access to the community meeting space would be through the resident lobby space as compared to the project where there would be a dedicated entrance off the street. The retained historic structure would be connected to the new residential structure at the second-story level and provide resident lounge space on its second level. This alternative would include dedication along the project frontage to construct an improved parkway with a non-contiguous sidewalk and landscaping for pedestrians.

The Partial Rehabilitation Alternative would achieve some but not all of the project objectives in that fewer family units would be constructed compared to the project, which would be inconsistent with City housing policies related to the need to construct rental housing to address low vacancies and supply, in particular affordable housing in City Heights. In addition, retention of the American Legion Hall structure along Fairmount Avenue would not produce the same amount of architectural transparency intended to activate the streetscape as the project as envisioned in the Mid-City Communities Plan and CUPD development regulations. The Partial Rehabilitation Alternative would also result in space inefficiencies related to having the community meeting space situated behind and disconnected from the storefront office space, thus making it only accessible from the parking garage and introducing site security concerns related to non-resident access to the property. The alternative building configuration would also result in internal space inefficiencies with regard to resident amenities (i.e., second-story resident lounge inside the rehabilitated structure disconnected from the other resident amenity space on the ground floor). In addition, because rehabilitation of the structure would require additional financial resources, the applicant would have to rely on additional resources earmarked for other affordable housing developments to implement the project.

ES.4 Areas of Controversy/Issues to Be Resolved

As lead agency, the City prepared and circulated a notice of preparation (NOP) to all responsible and trustee agencies, as well as various governmental agencies, including the Office of Planning and Research's State Clearinghouse. Comments on the NOP were received from Native American Heritage Commission and San Diego County Archaeological Society, Inc. Copies of the NOP and comment letters are contained in Appendix A of this document. The concerns raised during the NOP process were primarily related to potential effects on archaeological and Native American resources.

Table ES-1
PROJECT IMPACTS AND PROPOSED MITIGATION

Impact	Mitigation Measures	Analysis of Significance after Mitigation
Land Use		
Demolition of the American Legion Hall would be inconsistent with the goals contained in the Historic Preservation Element of the General Plan and historic preservation policy of the Mid-City Communities Plan, resulting in a secondary physical impact to a locally designated resource resulting in a significant land use impact.	Implementation of Mitigation Measures HR-1 through HR-4 would mitigate, to the extent feasible, the secondary physical impacts of demolishing a listed historic resource. However, because demolition is not consistent with *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, the project would remain inconsistent with City goals and policies embodied in the General Plan and Community Plan.	SU
Historical Resources		
Demolition of the American Legion Hall and its character-defining features is not consistent with *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, which would be a significant historical resources impact.	**HR-1 Historic American Building Survey.** **Prior to Issuance of a Demolition Permit:** A. A Historic American Buildings Survey (HABS) shall be submitted to staff of the Historical Resources Board (HRB) for review and approval and shall include the following: 1. Photo Documentation (a) HABS documentation shall include professional-quality photo documentation of the resource prior to any construction at the site. Pictures should be 35 millimeter black-and-white photographs, 4x6-inch standard format. Photographs should be taken of all four elevations with close-ups of select architectural elements such as roof/wall junctions, window treatments, decorative hardware, etc. Photographs should be of archival quality and easily reproducible.	SU

Table ES-1
PROJECT IMPACTS AND PROPOSED MITIGATION

Impact	Mitigation Measures	Analysis of Significance after Mitigation
	(b) Once the HABS documentation is deemed complete, one set of original HABS photographs shall be submitted for archival storage to the California Room of the City of San Diego Public Library and to the San Diego Historical Society. 2. Required Drawings (a) Measured drawings of the historic building's existing conditions and associated features: Any features of the building that are not original shall be called out as such. The drawings shall be produced in ink on translucent material or archivally stable material. Drawings shall be either 19x24 inches or 24x36 inches with a standard 0.25-inch scale. (b) When the HABS documentation is deemed complete, one set of the measured drawings shall be submitted for archival storage with the City of San Diego HRB, the South Coastal Information Center, the California Room of the City of San Diego Public Library, and the San Diego Historical Society. B. Prior to the first preconstruction meeting, HRB staff shall verify that the HABS survey has been approved. C. In addition to the HABS survey, the applicant shall comply with any other conditions contained in the site development permit pursuant to Land Development Code Chapter 14, Article 3, Division 2, Historical Resources Regulations. **HR-2** **Community Meeting Space.** An approximately 1,800-square-foot community room shall be integrated into the ground floor of the project to provide an opportunity for the community to gather and offset the loss of this historic function currently located within the DeWitt C. Mitchell Memorial American Legion Hall Post 201. **HR-3** **Interpretative Display.** In concert with Historic American Building Survey (HABS) documentation, the applicant shall create a display and interpretive material to the satisfaction of Design Assistance Subcommittee of the Historic Resources Board (HRB) staff for public exhibition concerning the history of the DeWitt C. Mitchell Memorial American Legion Hall Post 201. The display and interpretive material, such as a printed brochure, could be based on the photographs produced in the HABS documentation, and the historic archival research previously prepared as part of the project. This display and interpretive material shall be available to schools, museums, archives and curation facilities, libraries, nonprofit organizations, the public, and other interested agencies. Prior to issuance of the first building	

Table ES-1
PROJECT IMPACTS AND PROPOSED MITIGATION

Impact	Mitigation Measures		Analysis of Significance after Mitigation
		permit and approval by City staff, the interpretative display shall be presented to the Design Assistance Sub-Committee of the Historical Resources Board as an information item for input. The City would be responsible for reviewing and approving the display, including the location, size, language used for the display. The display shall also be installed at the site by the applicant prior to the certificate of occupancy. The Owner/Permittee shall be responsible for funding and implementation of the long-term management of the display in perpetuity.	
	HR-4	**Architectural Salvage.** Prior to demolition, architectural materials from the site shall be made available for donation to the public. Materials to become architectural salvage shall include historic- period elements including original wood-framed windows, doors, and clay roof tiles. The inventory of key exterior and interior elements shall be developed prior to issuance of the demolition or grading permit. The materials shall be removed prior to or during demolition. Materials that are contaminated, unsound, or decayed shall not be included in the salvage program and shall not be available for future use. Once the items for salvage are identified, the project applicant's qualified historic preservation professional (QHPP) shall submit this information to the City's Historical Resource Section for approval. Following that, the QHPP in concert with the City's Historical Resources Section, shall notify the City Heights Community Planning Group and local preservation groups via email concerning the availability of the salvaged materials. Interested parties shall make arrangements to pick up the materials after they have been removed from the property. The project applicant shall be responsible for storing the salvaged materials in an appropriate climate-controlled storage space for an appropriate period of time, as determined through consultation with the City's Historical Resources Section. Prior to any plans to no longer use the storage space, the applicant will provide the City's Historical Resources Section with an inventory of any materials that were not donated to any interested parties, and measures to be taken by the project applicant to dispose of these materials.	
Noise			
Construction noise impacts would have the potential to be significant (i.e., demolition and grading phases of the project), exposing nearby sensitive	**NOI-1**	**Noise Control Plan.** Construction contractors shall develop and implement a noise control plan that includes a noise control monitoring program to ensure sustained construction noise levels do not exceed 75 decibels over a 12-hour period at the nearest sensitive receivers. The plan shall include the following requirements:	SM

Table ES-1
PROJECT IMPACTS AND PROPOSED MITIGATION

Impact	Mitigation Measures	Analysis of Significance after Mitigation
land uses to noise levels in excess of 75 dBA average at the property line of residentially zoned properties.	• *Construction Equipment.* Construction equipment noise shall be controlled using a combination of the following methods: – Electrical power shall be used to run air compressors and similar power tools, where feasible; – Internal combustion engines shall be equipped with a muffler of a type recommended by the manufacturer and in good repair; – All diesel equipment shall be operated with closed engine doors and be equipped with factory recommended mufflers; – Any construction equipment that continues to generate substantial noise at the eastern project boundary shall be shielded with temporary noise barriers, such as barriers that meet a sound transmission class (STC) rating of 25, sound-absorptive panels, or sound blankets on individual pieces of construction equipment; – Stationary noise-generating equipment, such as generators and compressors, shall be located as far as practically possible from the nearest residential property lines; – Contractor shall turn off idling equipment while not being used for operations after idling for 5 minutes; and – Contractor shall perform noisier operation during the times least sensitive to nearby residential receptors. • *Neighbor Notification.* Designate a noise control monitor to oversee construction operations in proximity to sensitive receivers. Provide notification to residential occupants adjacent to the project site at least 24 hours prior to initiation of construction activities that could result in substantial noise levels at outdoor or indoor living areas. This notification should include the anticipated hours and duration of construction and a description of noise reduction measures being implemented at the project site. The notification should include the telephone number and/or contact information for the on-site noise control monitor that residents can use for inquiries and/or to submit complaints associated with construction noise.	

Notes:
SU = significant and unmitigable
SM = significant and mitigated

1. INTRODUCTION

1.1 Purpose and Legal Authority

This Environmental Impact Report (EIR) is an informational document intended for use by the City of San Diego (City) decision-makers and members of the general public in evaluating the potential environmental effects of the 4th Corner Apartment Project (project). This document has been prepared in accordance with, and complies with, all criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970 as amended [Public Resources Code Section 21000 et seq.], CEQA Guidelines [California Code of Regulations (CCR) Section 15000 et seq.], and the City of San Diego's Environmental Impact Report Preparation Guidelines (2005). This document represents the independent judgment of the City as lead agency (CEQA Guidelines Section 15050).

In accordance with CEQA Guidelines Section 15161 and as determined by the City, this document constitutes a "Project EIR." The project would construct an in-fill development with mixed-uses that would provide 75 multiple dwelling units (DU) along with 1,818 square feet (SF) of community space for use by the general public within the Teralta neighborhood of the Mid-City Communities Plan area. All of the units, with the exception of the manager's unit, would be for low income households. The project would also demolish a designated historic resource, DeWitt C. Mitchell Memorial American Legion Hall Post 201, Historical Resources Board No. 525, hereafter referred to as the "American Legion Hall." Refer to Chapter 3, *Project Description*, for a full description of the project and its features.

The project requires a Site Development Permit and a Tentative Map. This EIR provides decision makers, public agencies, and the general public with detailed information about the potential significant adverse environmental impacts of the project. By recognizing the environmental impacts of the project, decision makers will have a better understanding of the physical and environmental changes that would accompany implementation of the project. This EIR includes required mitigation measures that, when implemented, would reduce or avoid project impacts, to the extent feasible. Alternatives to the project are presented to evaluate feasible alternative development scenarios that can further reduce or avoid any significant impacts associated with the project. Refer to Chapter 8, *Project Alternatives*, for a description of the project alternatives.

1.2 EIR Scope

The public agency with the greatest responsibility for supervising or approving the project or the first public agency to make a discretionary decision to proceed with a proposed project should ordinarily act as the "lead agency" pursuant to CEQA Guidelines Section 15051(b)(1). The City is the lead agency for the project evaluated in this EIR.

This EIR contains a project-level analysis described in detail in Chapter 3, *Project Description*. A project EIR should "focus primarily on the changes in the environment that would result from the development project," and "examine all phases of the project, including planning, construction and operation" (CEQA Guidelines Section 15161). This EIR evaluates the potential short-term (during construction), long-term (post-construction), direct, indirect, and cumulative environmental impacts associated with the construction and operation of the project.

This EIR is an informational document for use by the City, decision makers, and members of the general public to evaluate the environmental effects of the project. This document complies with all criteria, standards, and procedures of CEQA and the CEQA Guidelines (CCR Section 15000 et seq.) and the City's EIR Guidelines and has been prepared as a EIR pursuant to CEQA Guidelines Section 15161. This document represents the independent judgment of the City as lead agency (CEQA Guidelines Section 15050).

1.2.1 Notice of Preparation

CEQA establishes mechanisms whereby the public and affected public agencies can be informed about the nature of the project being proposed and the extent and types of impacts that the project and its alternatives would have on the environment should the project or alternatives be implemented. Pursuant to CEQA Guidelines Section 15082, the City circulated a notice of preparation (NOP), dated August 25, 2017, to interested agencies, organizations, and individuals. The NOP was also sent to the State Clearinghouse (SCH) at the California Governor's Office of Planning and Research. SCH assigned a state identification number (SCH No. 2017081051) to this EIR.

The NOP is intended to encourage interagency communication regarding the project so that agencies, organizations, and individuals are afforded an opportunity to respond with specific comments and/or questions regarding the scope and content of the EIR to be prepared.

Comment letters received during the NOP public scoping period expressed concern regarding tribal cultural resources and historical resources. These concerns have been identified as areas of known controversy in the Executive Summary of this EIR. A copy of the NOP and letters received during its review are included in Appendix A.

The EIR addresses in detail potentially significant direct, indirect, and cumulative environmental impacts associated with the following four topics:

- Land Use
- Transportation and Circulation
- Historical Resources
- Noise

Project impacts with respect to Agriculture and Forestry Resources, Air Quality, Biological Resources, Energy, Geologic Conditions, Greenhouse Gas Emissions, Health and Safety, Hydrology, Mineral Resources, Paleontological Resources, Population and Housing, Public Services and Facilities, Tribal Cultural Resources, Utilities and Service Systems, Visual Effects/Neighborhood Character, and Water Quality are described in Section 7.1, *Effects Found Not to Be Significant*.

1.2.2 Project Baseline

CEQA Guidelines Section 15125 requires an EIR to include a description of the physical environmental conditions (i.e., environmental setting) for the project at the time the NOP is published. This environmental setting will normally constitute the baseline physical conditions by which a lead

agency determines whether an impact is "significant." Baseline conditions for the project are the fully developed and historically occupied site as established in Chapter 2, *Environmental Setting*.

1.3 Public Review Process

This EIR and the technical analyses it relies on are available for review by the public and public agencies for up to 30 days starting on October 2, 2020, to provide comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated" (CEQA Guidelines Section 15204). The Draft EIR and associated technical appendices are posted on the City's website:

http://www.sandiego.gov/ceqa/draft

The City, as lead agency, will consider the written comments received on the Draft EIR and comments made at the public hearing in making its decision whether to certify the EIR as complete and in compliance with CEQA, and whether to approve or deny the project, or take action on a project alternative. In the final review of the project, environmental considerations, as well as economic and social factors, will be weighed to determine the most appropriate course of action. Subsequent to certification of the EIR, agencies with permitting authority over all or portions of the project may use the EIR to evaluate environmental effects of the project, as they pertain to the approval or denial of applicable permits.

CEQA Guidelines Section 15381 defines a responsible agency as all public agencies, other than the lead agency, that have discretionary approval power over the project. CEQA Guidelines Section 15386 defines a trustee agency as a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the state of California.

1.4 Content and Organization of the EIR

The content and organization of this EIR are in accordance with the most recent guidelines and amendments to CEQA and the CEQA Guidelines. Technical studies have been summarized within individual environmental issue sections and/or summary sections, and full technical studies have been included in the appendices to this EIR and are available for review during the public comment period.

This EIR has been organized in the following manner:

- The *Executive Summary*, provided at the beginning of the EIR, outlines the conclusions of the environmental analysis and a summary of the project as compared to the alternatives analyzed in this EIR. The Executive Summary also includes a table summarizing all identified environmental impacts, along with the associated mitigation measures proposed to reduce or avoid each impact. In addition, this section includes a discussion of areas of controversy known to the City, including those issues identified by other agencies and the public.
- Chapter 1, *Introduction*, provides an overview of the EIR, introducing the project, applicable environmental review procedures, and format of the EIR.
- Chapter 2, *Environmental Setting*, provides a description of the project location, an overview of the regional and local setting, and the physical characteristics (or baseline conditions) of the

project site. The setting discussion also addresses the relevant planning documents and existing land use designations of the project site.

- Chapter 3, *Project Description*, provides a detailed description of the project, including its purpose, main objectives, project characteristics, project design, circulation/access improvements, utility improvements, sustainable design features, and project construction. In addition, a discussion of discretionary actions required for project implementation is included.
- Chapter 4, *History of Project Changes*, chronicles the changes made to the project design in response to environmental concerns raised during the City's review of the project application.
- Chapter 5, *Environmental Analysis*, provides a detailed impact analysis for each environmental issue addressed in detail. For each topic, there is a discussion of existing conditions, the thresholds identified for the determination of significant impacts, and an evaluation of the impacts associated with implementation of the project. Where the impact analysis demonstrates the potential for a significant adverse impact on the environment, mitigation measures that would minimize the significant effects are provided. The EIR indicates whether the mitigation measures would reduce impacts to below a level of significance.
- Chapter 6, *Cumulative Impacts*, addresses the cumulative impacts due to implementation of the project in combination with past projects and future development projections. The area of potential effect for cumulative impacts varies depending upon the type of environmental issue.
- Chapter 7, *Other CEQA Sections*, addresses effects found not to be significant wherein the text briefly discusses environmental issues determined not to have the potential for significant adverse impacts as a result of the project. The section further addresses significant unavoidable impacts of the project, including those that can be mitigated but not reduced to below a level of significance; significant irreversible environmental changes that would result from the project, including the use of nonrenewable resources; and growth inducement.
- Chapter 8, *Project Alternatives*, provides a description and evaluation of alternatives to the project. This section addresses the mandatory "No Project" alternative, as well as development alternatives that would reduce or avoid the project's significant impacts.
- Chapter 9, *Mitigation Monitoring and Reporting Program*, contains the mitigation monitoring and reporting program (MMRP) for the project.
- Chapter 10, *References Cited*, contains the source materials and document references relied upon in the EIR analysis.
- Chapter 11, *Certification*, lists all individuals that participated in the preparation of this EIR.

2. ENVIRONMENTAL SETTING

This section provides a description of the existing physical conditions for the project site, as well as an overview of the planning context. Details relative to the environmental setting for each environmental issue are provided at the beginning of each impact area presented in Chapter 5, *Environmental Analysis*.

2.1 Project Location

The project site is centrally located in metropolitan San Diego in the Teralta neighborhood of City Heights within the Mid-City Community Planning area. The project site is located approximately 9 miles east of the Pacific Ocean, 4 miles north of downtown San Diego, 2 miles south of Interstate (I-) 8, and approximately 0.4 miles east of I-15 (refer to **Figure 2-1**, *Regional Location*, and **Figure 2-2**, *Project Location and Vicinity*). Regionally, the project site can be accessed from I-15, I-8, State Route 94, and I-805. The project site is bounded by dedicated City parkland at 4077 Fairmount Avenue to the north, a commercial development to the south, Fairmount Avenue on the west, and an unnamed alley to the east. Local access to the site is provided by Fairmount Avenue, University Avenue, Polk Avenue, and El Cajon Boulevard.

2.2 Existing Site Conditions

The 0.87-acre project site consists of six contiguous lots at 4021, 4035, 4037, and 4061 Fairmount Avenue (Assessor's Parcel Numbers [APNs] 471-461-04, -05, -06, -07, -08, and -09). The project site is located within the CU-2-3 Zone of the Central Urbanized Planned District (CUPD), in a Residential Parking Standards Transit Priority Area (TPA), and the Transit Area Overlay Zone within the City Heights community of the Mid-City Communities Plan area (refer to **Figure 2-3**, *Existing Zoning*). The project site is also located within a 2035 TPA, as mapped by SANDAG in accordance with Senate Bill (SB) 743 (City of San Diego 2019b).[1]

The CU-2-3 Zone is intended to accommodate a mix of heavy-commercial and limited-industrial uses with residential uses, including development with pedestrian orientation and medium-high-density residential use. The CU-2-3 Zone permits a maximum density of 1 dwelling unit (DU) for each 1,000 square feet (SF) of lot area. The site is not located within a 100-year floodplain, is not located within or adjacent to the City's Multi-Habitat Planning Area, and does not contain any Environmentally Sensitive Lands as defined in San Diego Municipal Code (SDMC) Section 113.0103. The entire project site has been previously developed and the site is nearly level with elevations ranging from 362 feet to 366 feet above mean sea level (AMSL).

The project site includes an existing commercial structure at 4061 Fairmount Avenue (approximately 7,936 SF in size), which is currently vacant but historically occupied since its construction in 1931. This structure is a designated historic resource, American Legion Hall, Historical Resources Board No. 525, the front portion of which is a two-story office building with a one-story meeting hall in the rear. At-grade parking is provided to the south of the structure, and a small storage shed is located in the southeast corner of the property. Other improvements on the project site include urban

[1] SB 743, Steinberg. Environmental quality: transit-oriented infill projects. Approved September 27, 2013.

gardens, underground utilities, concrete hardscaping, and perimeter security fencing. Refer to **Figures 2-4a** and **2-4b**, *Site Photographs*, which illustrate the current conditions on the site.

2.3 Surrounding Land Uses

The project site is surrounded by developed and urban land uses (refer to Figure 2-2). The project site is bounded by the Southern Sudanese Community Center building on dedicated City parkland to the north, a commercial development to the south, Fairmount Avenue on the west, and an unnamed alley to the east. The area west of the project site, across Fairmount Avenue, is developed with commercial uses, as well as a five-story mixed-use (residential/commercial) development known as City Heights Square. The areas south of the project site and across University Avenue are developed with retail, institutional, and recreational uses including the City Heights/Weingart Library and Performing Arts Center, the San Diego Police Department's Mid-City Command Facility, the San Diego Community College Mid-City Campus, and the Mid-City Recreation Center. Residential uses predominate the area north of Polk Avenue and east of the alley.

The project site is located outside the Airport Influence Areas (AIA) for San Diego International Airport and Montgomery Field, as depicted in the respective airport land use compatibility plans for these airports. The project site is also not located within or adjacent to a City of San Diego Multiple Species Conservation Program Multi-Habitat Planning Area (City of San Diego 1997).

2.4 Planning and Regulatory Context

The project is subject to the planning guidelines and regulatory policies of the State, regional and local agencies. The following is a brief description of the applicable planning framework which is taken into consideration in the environmental analysis contained in Chapters 5 and 7 of this report.

2.4.1 State Regulations

2.4.1.1 California Building Code (California Code of Regulations, Title 24)

California law provides a minimum standard for building design through the California Building Code (CBC). The CBC is a compilation of three types of building standards from three different origins:

- Building standards that have been adopted by state agencies without change from building standards contained in national model codes;
- Building standards that have been adopted and adapted from national model codes to address California's ever-changing conditions; and
- Building standards, authorized by the California legislature, that constitute amendments not covered by national model codes, that have been created and adopted to address particular California concerns.

All occupancies in California are subject to national model codes adopted into Title 24, and occupancies are further subject to amendments adopted by state agencies and ordinances implemented by local jurisdictions' governing bodies.

2.4.1.2 Assembly Bill 52 (Native American Consultation)

AB 52 amended CEQA to require Tribal Cultural Resources to be considered as potentially significant cultural resources. It requires that CEQA lead agencies consult with tribes that have requested consultation at initiation of the CEQA process to identify and evaluate the significance of these resources. AB 52 applies to all CEQA environmental documents for which a Notice of Preparation was filed on or after July 1, 2015.

2.4.1.3 California Government Code Section 65915

Assembly Bill (AB) 1763 (Density Bonus Law), approved by Governor Newsome on October 9, 2019, amended Government Code Section 65915. AB 1763 requires a density bonus to be provided to a developer who agrees to construct a housing development in which 100% of the total units, exclusive of managers' units, are for lower-income households. Government Code Section 65915 also requires that a housing development that meets these criteria receive up to four incentives or concessions. Additionally, if the development is located within 0.5 mile of a major transit stop, a height increase of up to three additional stories, or 33 feet would be granted. Government Code Section 65915 generally requires that the housing developments receive a density bonus of 80% but exempts the housing development from any maximum controls on density if it is located within 0.5 mile of a major transit stop.

2.4.2 Regional Plans

2.4.2.1 Regional Air Quality Strategy

The Air Pollution Control District (APCD) and the San Diego Association of Governments (SANDAG) are responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the San Diego Air Basin. The San Diego County Regional Air Quality Strategy (RAQS) outlines the APCD's plans and control measures designed to attain the state air quality standards for ozone (O_3). The APCD has also developed the air basin's input to the State Implementation Plan (SIP), which is required under the federal Clean Air Act for areas that are out of attainment of air quality standards. The SIP, approved by the United States Environmental Protection Agency (USEPA) in 1996, includes the APCD's plans and control measures for attaining the O_3 national standard. Both the RAQS and SIP are generally updated on a triennial basis, with the latest update to the RAQS occurring in 2016, and to the SIP in 2018.

The RAQS relies on information from the California Air Resources Board and SANDAG, including mobile and area source emissions and information regarding projected growth in the County of San Diego, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. The SIP relies on the same information from SANDAG to develop emission inventories and emission reduction strategies that are included in the attainment demonstration for the air basin. The SIP also includes rules and regulations that have been adopted by the APCD to control emissions from stationary sources. These SIP-approved rules may be used as a guideline to determine whether a project's emissions would have the potential to conflict with the SIP and thereby hinder attainment of the national air quality standard for O_3.

2.4.2.2 Water Quality Control Plan for the San Diego Basin

In 1994, the Regional Water Quality Control Board (RWQCB) adopted the Basin Plan, which is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (1) designates beneficial uses for surface and ground waters; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy; (3) describes implementation programs to protect the beneficial uses of all waters in the Region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan [California Water Code Sections 13240 through 13244 and Section 13050(j)]. RWQCB periodically considers changes to the Basin Plan, at a minimum of every 3 years, and numerous amendments have been added the Basin Plan since 1994. Additionally, the Basin Plan incorporates by reference all applicable State and Regional Board plans and policies.

2.4.3 Local Regulations

2.4.3.1 City of San Diego General Plan

The City's General Plan is a comprehensive, long-term document that sets out a long-range vision and policy framework for how the City could grow and develop, provide public services, and maintain the qualities that define San Diego. The General Plan comprises a Strategic Framework Element along with the following elements: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; Historic Preservation; and Housing. The General Plan identifies the project site as Multiple Use (refer to **Figure 2-5**, *General Plan Land Use*). The General Plan lays the foundation for the more-specific community plans, which rely heavily on the goals, guidelines, standards, and recommendations within the General Plan. Applicable goals and recommendations from the General Plan are referenced in this EIR, where applicable.

The Climate Action Plan (CAP) serves as the City's plan for the reduction of greenhouse gas (GHG) emissions in accordance with CEQA Guidelines Section 15183.5. Adopted December 2015, the CAP includes a municipal operations and community-wide GHG emissions baseline calculation from 2010 and sets a target to achieve a 15 percent reduction from the baseline by 2020, as required by California Assembly Bill 32 (City of San Diego, 2015a). The CAP sets forth common-sense strategies to achieve attainable GHG reduction targets and outlines the actions that City will undertake to achieve its proportional share of state GHG emission reductions.

Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP. In July 2016, the City adopted the CAP Consistency Checklist to provide a streamlined review process for the analysis of potential GHG impacts from future new development.

2.4.3.2 Mid-City Communities Plan

The project site is governed by the Mid-City Communities Plan, which was adopted by the San Diego City Council in 1989 by Resolution No. R-290608. Several amendments have occurred since its

adoption, with the most recent amendment occurring in 2015. The Mid-City area is a cluster of four communities: Normal Heights, Kensington-Talmadge, City Heights, and the Eastern Area. These Mid-City communities are centrally located in the San Diego metropolitan area, northeast of Centre City, south of Mission Valley, and west of the City of La Mesa.

Per the Mid-City Communities Plan, the project site is located within the Teralta neighborhood of the City Heights community and is designated Commercial and Mixed-Use, allowing for 29 DU per acre (refer to **Figure 2-6**, *Mid-City Communities Plan Land Use Map*). In Commercial and Mixed-Use areas where residential use is permitted, a mixed-use density bonus up to 43 DU per acre is available.

2.4.3.3 Land Development Code/Zoning

The project site is located within the CUPD, as established by SDMC Chapter 15, Article 5, Division 2 (City of San Diego 2020). The CUPD contains zoning and land use and development standards specific to the CUPD area. The purpose of the CUPD is to assist in implementing the goals and objectives of the Mid-City Communities Plan and the College Area Community Plan. For residential uses, these goals and objectives include the development of quality single and multiple dwelling units that are compatible in scale and character with existing neighborhoods. The goals also seek to provide an opportunity for light-manufacturing uses in appropriate commercial districts, to encourage commercial/residential mixed-use development, and to provide attractive design that is consistent with the existing commercial character.

The project site is within the CU-2-3 Zone (refer to Figure 2-3), which is intended to accommodate a mix of heavy-commercial and limited-industrial uses with residential uses, including development with pedestrian orientation and medium-high-density residential use. The CU-2-3 Zone permits a maximum residential density of 1 DU for each 1,000 SF of lot area.

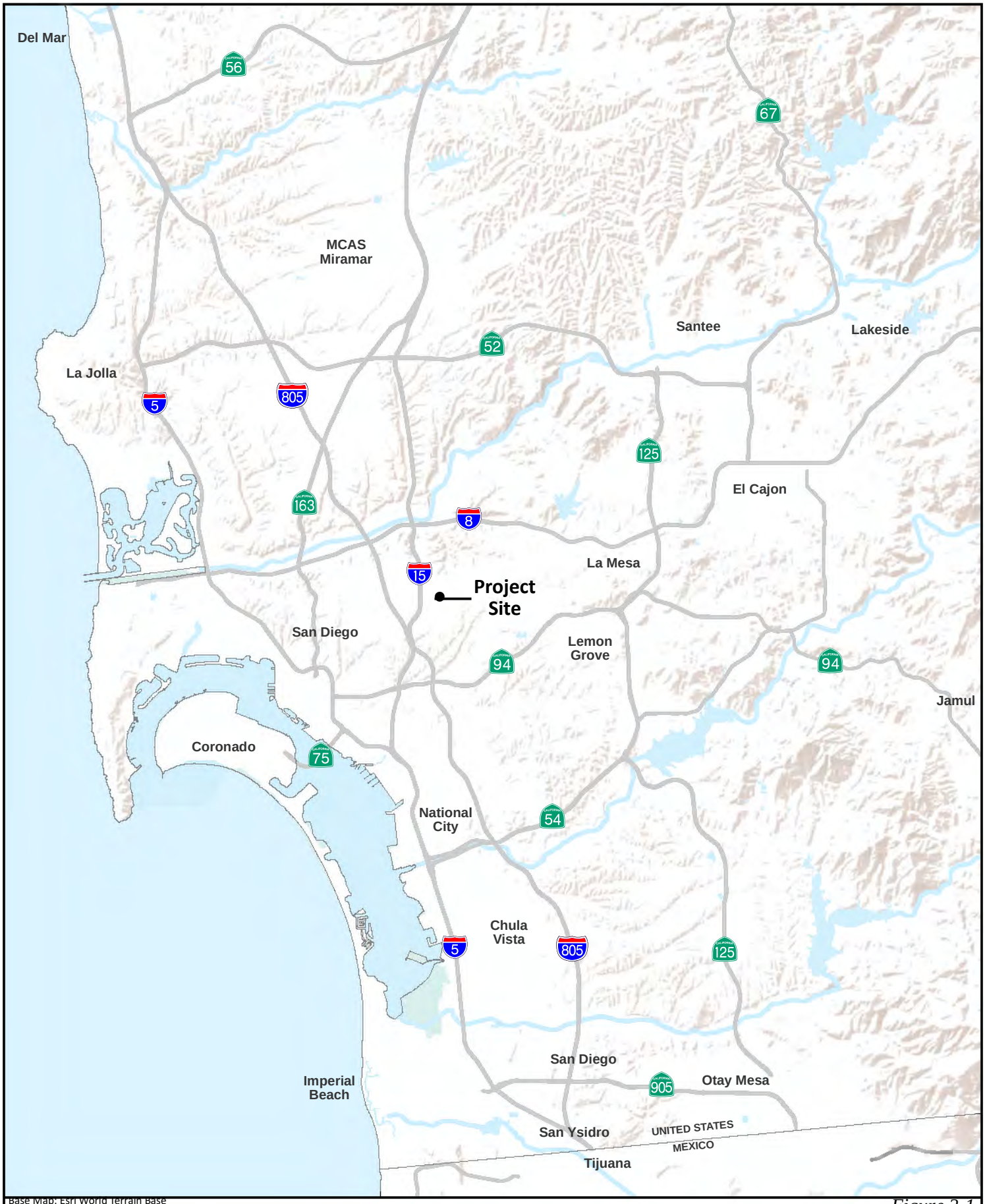
Other applicable regulations contained in the LDC include affordable housing regulations (Section 143.0700), historic resources regulations (Section 143.0200), and site development permit regulations (Section 126.0501), as described in Section 5.1, *Land Use*, of this EIR.

2.4.3.4 City Heights Urban Greening Plan

The City Heights Urban Greening Plan (Urban Greening Plan) (adopted in 2014) recommends enhancements to the public rights-of-way in the City Heights community through the provision of street trees and landscape treatments, as well as bicycle and pedestrian facility improvements to increase active transportation, reduce the urban heat island effect, and promote a healthy environment. The Urban Greening Plan establishes a system of "green streets" within City Heights based on surrounding land uses, traffic intensity, and the function of the streets. Green streets address streets as public spaces that enhance multimodal connectivity for pedestrians, bicyclists, transit riders, and motorists. The Urban Greening Plan combines four design elements—Urban Forestry, Urban Runoff, Multimodal Connectivity, and Urban Open Space—to create streets with comfortable, shaded walkways, efficient use of water, improved water quality, and connections for walking, biking, transit, and driving.

The Urban Greening Plan includes ten "pilot projects" to demonstrate how green street elements can be implemented throughout City Heights. Specific approaches shown for pilot projects are for demonstration purposes and may need to be updated during the actual design process. Located

between El Cajon Boulevard and University Avenue, 43rd Street and Fairmount Avenue are identified as Pilot Projects 8/9. These pilot projects would modify 43rd Street and Fairmount Avenue into sustainable, one-way streets that provide multimodal access; increase the tree canopy cover to provide a shaded pedestrian environment; expand the pedestrian walkway; and construct a bicycle facility on both streets. Grant funding would be sought to facilitate construction of the pilot projects; none has been received to date.



Base Map: Esri World Terrain Base

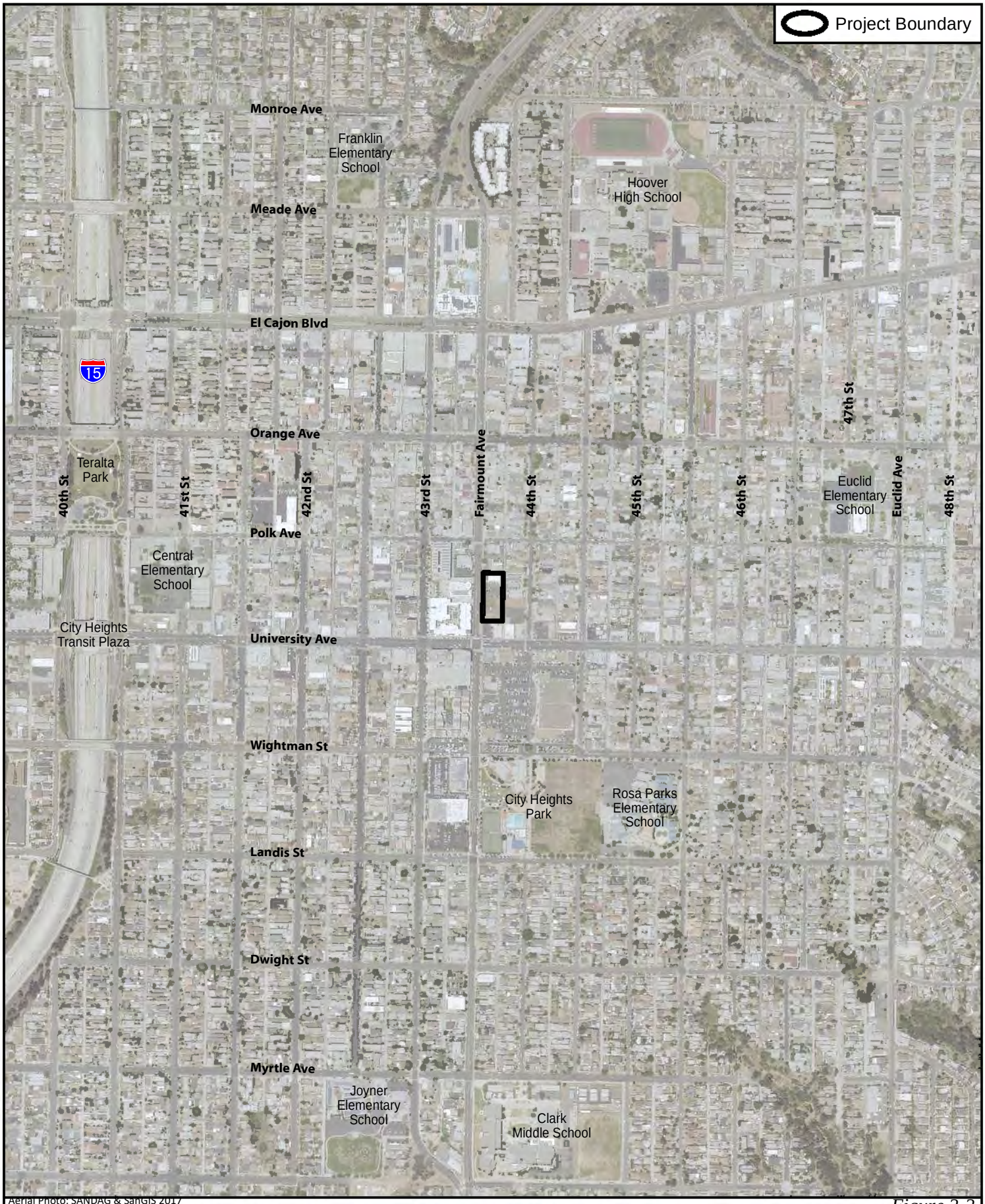
N

0 3.5 Miles

Figure 2-1

Regional Location

4TH CORNER APARTMENTS PROJECT

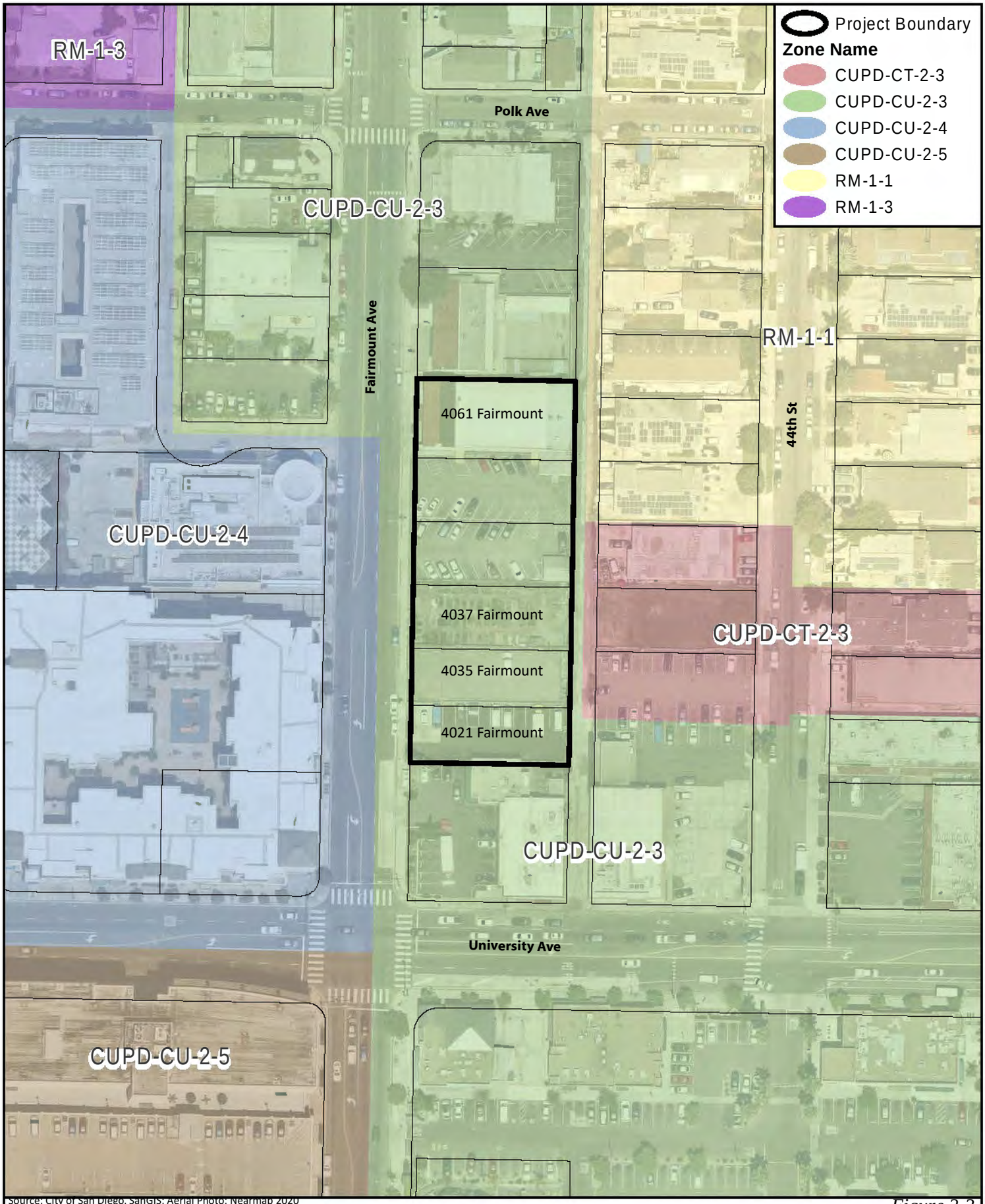


Aerial Photo: SANDAG & SanGIS 2017

Figure 2-2

Project Location and Vicinity

4TH CORNER APARTMENTS PROJECT



Source: City of San Diego, SanGIS; Aerial Photo: Nearmap 2020

N

0 100 Feet

Figure 2-3

Existing Zoning

4TH CORNER APARTMENTS PROJECT

View of 4061 Fairmount Ave looking east towards project site

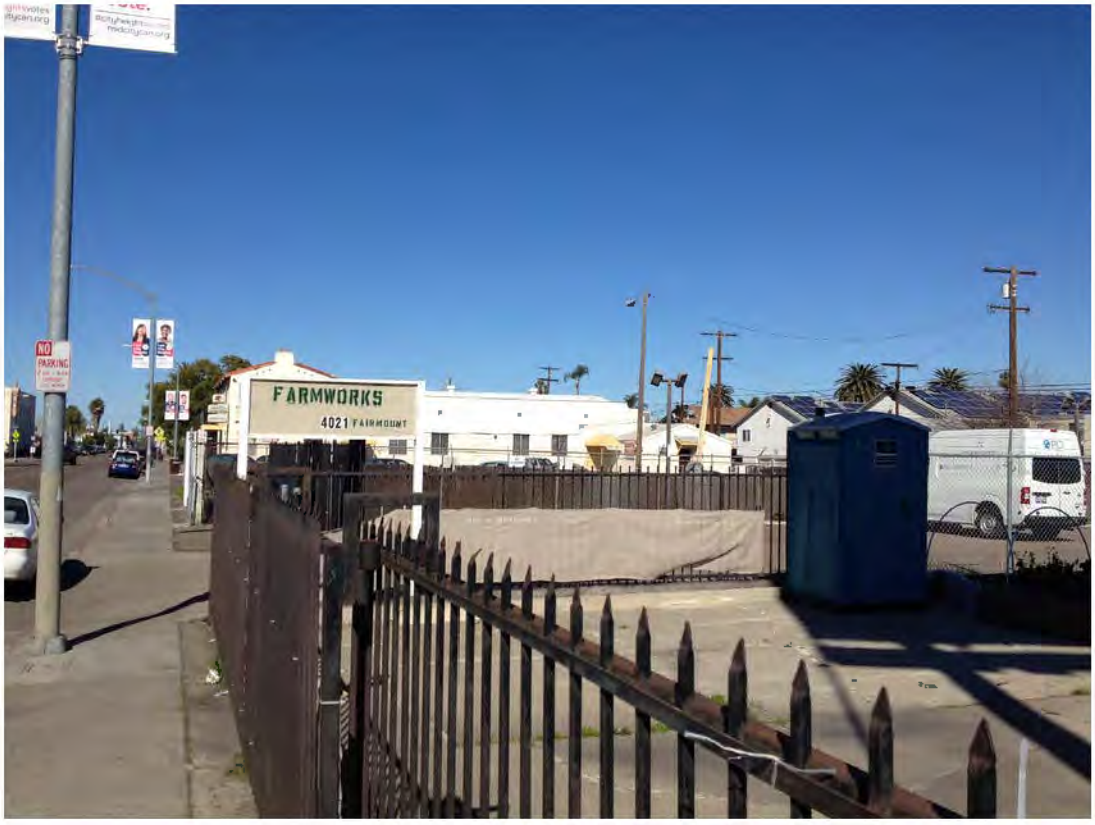
View of 4061 Fairmount Ave parking area

Source: BRG Consulting 2017

Figure 2-4a

Site Photographs

4TH CORNER APARTMENTS PROJECT EIR



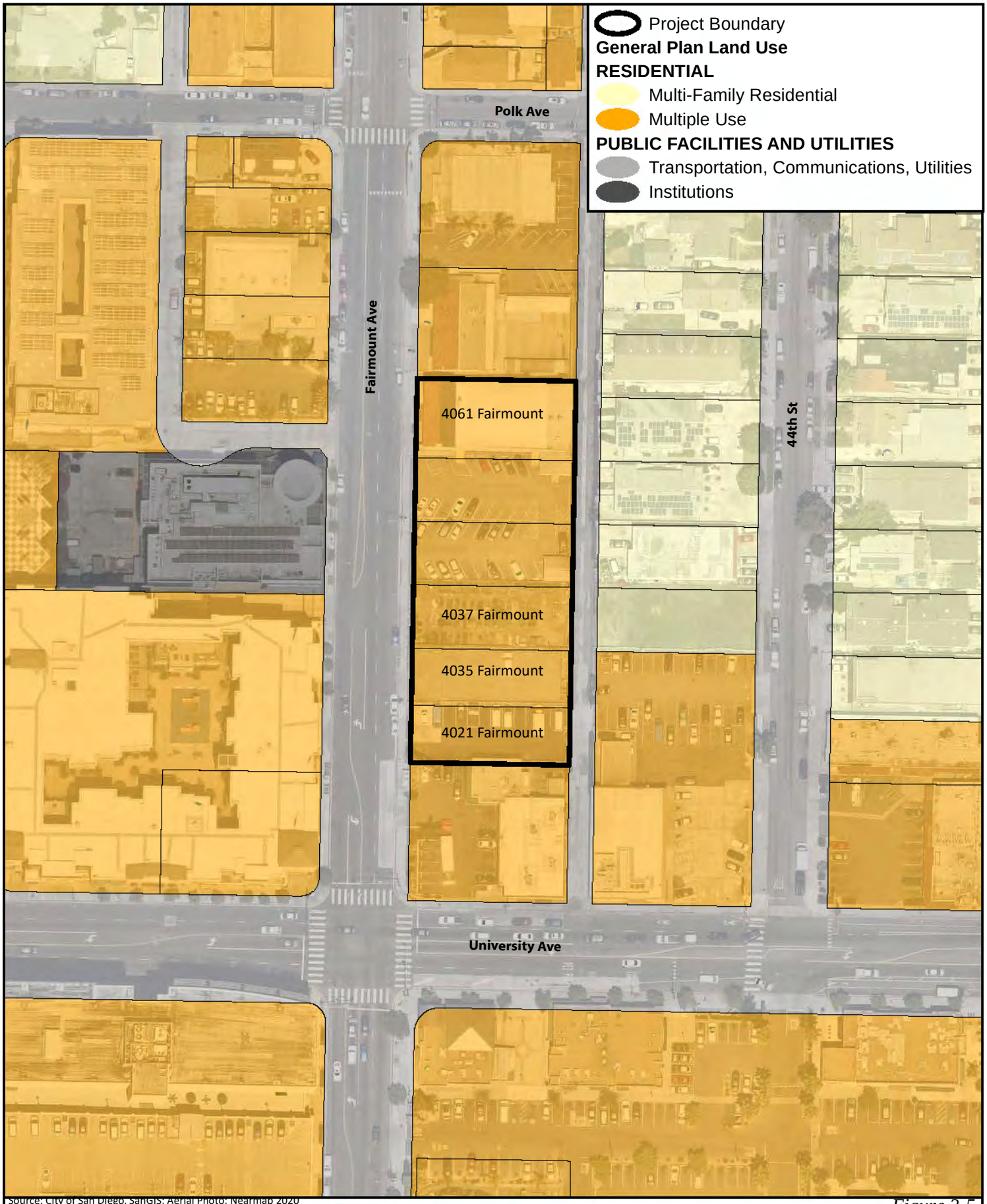
View of 4021 Fairmount Ave looking north

View of 4035 & 4037 Fairmount Ave from alley looking west towards project site

Source: BRG Consulting 2017

Figure 2-4b

Site Photographs



Source: City of San Diego, SanGIS; Aerial Photo: Nearmap 2020

N

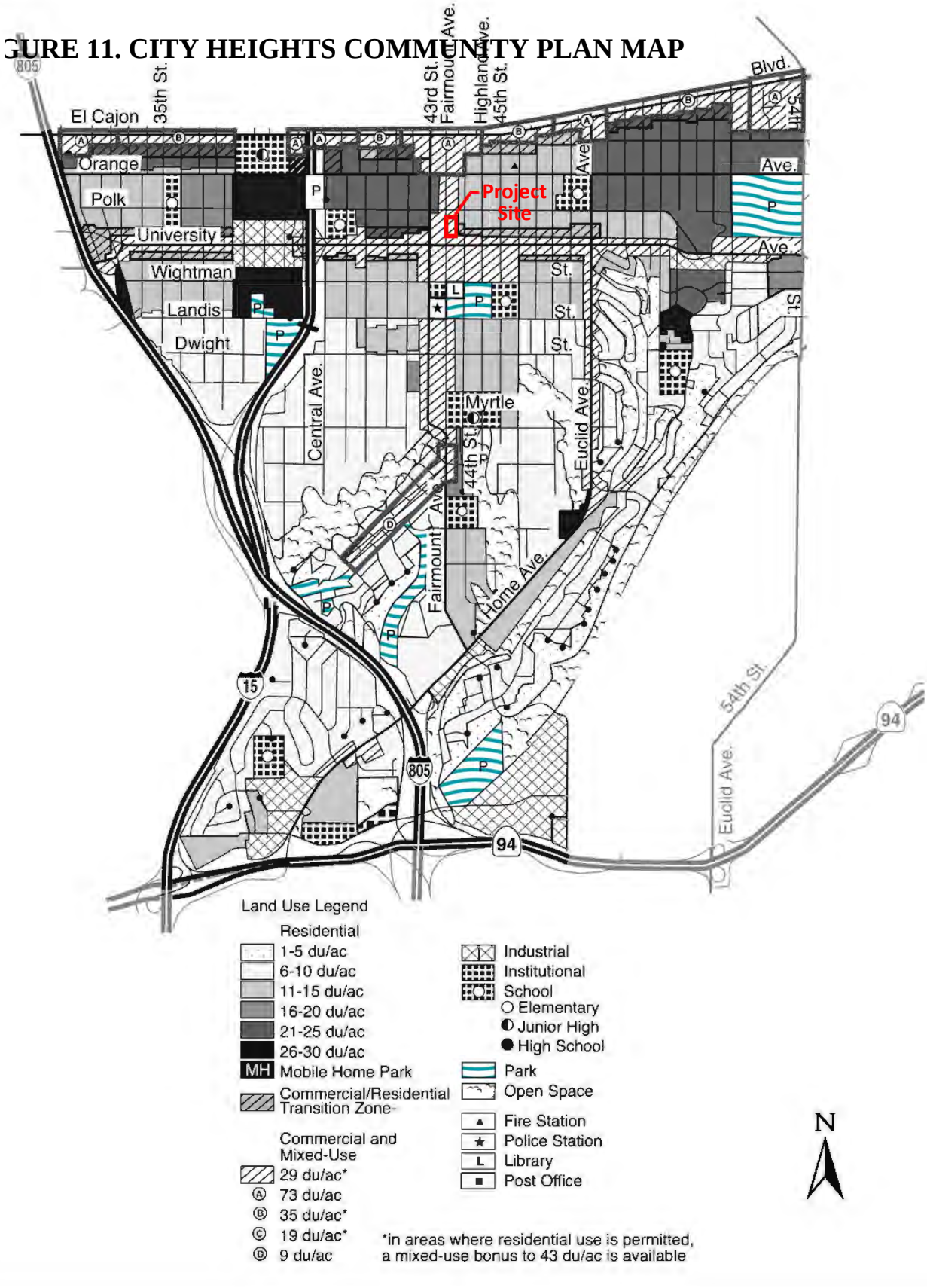
0 100 Feet

Figure 2-5

General Plan Land Use

4TH CORNER APARTMENTS PROJECT

GURE 11. CITY HEIGHTS COMMUNITY PLAN MAP



Source: City of San Diego Mid-City Communities Plan 1998

Figure 2-6

Mid-City Communities Plan Land Use Map

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3. PROJECT DESCRIPTION

This section of the EIR describes the goals and objectives of the project, its specific characteristics and components, project construction, and the discretionary actions required in conjunction with project approval by the City and other agencies.

3.1 Project Objectives

CEQA Guidelines require that the project description include a statement of the objectives sought by the project. A clearly defined written statement of the objectives helps the lead agency develop a reasonable range of alternatives to evaluate in the EIR and aids decision makers in preparing findings and overriding considerations, as necessary. The statement of objectives also needs to include the underlying purpose of the project [CEQA Guidelines Section 15124(b)].

3.1.1 Project Objectives

The project objectives associated with the 4th Corner Apartment Project are as follows:

1. Assist the City of San Diego in expanding its regional housing stock of rental housing in accordance with the goals established in the General Plan Housing Element;
2. Maximize the supply of affordable family housing rental units in City Heights community for low-income households;
3. Create a coherent and cohesive building site and site design that is compatible in scale and character and enhances the existing community character and streetscape in the City Heights community, in accordance with the Mid-City Communities Plan and other applicable regulations;
4. Take advantage of charitably donated land in City Heights to minimize the need for additional financial resources earmarked for affordable-housing developments;
5. Redevelop the project site to cluster high-density housing opportunities along transportation corridors in the City Heights community where transit and other amenities are readily available;
6. Use architecture and design elements to ensure high-quality aesthetics, transparency, space efficiencies, and community/resident security;
7. Create ground-floor community meeting space that is available for convenient use by the general public; and
8. Complete the redevelopment of properties at the intersection of University and Fairmount Avenues.

3.2 Project Characteristics

3.2.1 Site Plan

The residential component of the mixed-use/in-fill project would consist of 75 multiple dwelling units (DU) (including a unit for an on-site manager) along with resident amenities, including approximately 5,300 square feet (SF) of outdoor recreation open space on a podium deck, a 1,530 SF residents' lounge, a resident kitchen, and a resident laundry room. The non-residential component of the project consists of approximately 1,818 SF of community meeting space for use by the general public that would be located on the ground floor. A summary of proposed development is provided in **Table 3-1**, *Development Summary*. All of the residential units, other than the manager's unit, would be affordable within the low-income category of 60% of the average median income (AMI).

Table 3-1
DEVELOPMENT SUMMARY

Floor Level	Program Use	Program Area (SF)	Gross Floor Area (SF)
Garage	Parking	26,040	26,040
	Lobby	370	370
	Bike Storage	585	585
	Office	200	200
	Trash/Recycling	320	320
	Non-Residential Community Room (Meeting Space)	1,818	1,818
	Resident Lounge	1,530	1,530
	Garage Level Subtotal	*30,863*	*30,863*
Level 2	Residential[a]	24,325	24,325
	Outdoor Recreation Courtyard (Podium Level)	5,300	-0-
	Laundry	250	250
	Mechanical	450	450
	Level 2 Subtotal	*30,325*	*25,025*
Level 3	Residential[a]	25,370	25,370
	Level 3 Subtotal	*25,370*	*25,370*
Level 4	Residential[a]	25,370	25,370(1)
	Level 4 Subtotal	*25,370*	*25,370*
Level 5	Residential[a]	25,370	25,370
	Level 5 Subtotal	*25,370*	*25,370*
	Total	**137,298**	**131,998**

SF = square feet
[a] 100,435 SF (76%) of gross floor area is affordable housing

New construction would occur on the six existing parcels located at 4021, 4035, 4037 and 4061 Fairmount Avenue. The site plan illustrating the layout of the project is included as **Figure 3-1**, *Site Plan*. Vehicular parking (67 spaces), motorcycle parking (10 spaces), long-term bicycle parking (50 spaces), and a refuge/recycling area (320 SF) would be provided in a secured garage on the street level. The southern portion of the building frontage on Fairmount Avenue would provide four bays or niches within the façade for banners and artist installations, as well as a rack containing six bicycle parking spaces for short-term use.

A summary of the proposed development, unit mix, and parking supply are provided in **Table 3-1**, **Table 3-2**, *Residential Unit Mix*, and **Table 3-3**, *Parking Summary*, respectively.

Table 3-2
RESIDENTIAL UNIT MIX SUMMARY

Unit Type	Unit Count	Unit Size (Avg. SF)
Two-Bedroom	55	887
Three-Bedroom	20	1,068
Total No. of Units	**75**	[redacted]

Table 3-3
PARKING SUMMARY

Description	Unit Count/SF	Parking Requirement	Required Spaces[a]	Proposed Spaces
Vehicle Spaces				
Dwelling Units[(1)]	74	0.5 spaces/DU	37	61[b]
Manager's Unit	1	1.75 spaces/DU	2	2
Residential Subtotal	*75*	[redacted]	*39*	*63*
Non-residential Community Meeting Space[(2)]	1,818	2.1 spaces/1,000 SF	4	4
Total Vehicle Spaces		[redacted]	**43**	**67**
Non-Vehicle Spaces				
Bicycle Spaces[(3)]				
Two-Bedroom Unit	55	0.5 spaces/DU	28	28
Three-Bedroom Unit	20	0.6 spaces/DU [(3)]	12	12
Non-residential Community Meeting Space	1,818 SF	0.1 space/1,000 SF	1	10
Short-Term Bicycle Racks (Fairmount Ave Frontage)			0	6
Total Bicycle Spaces			**41**	**56**
Motorcycle Spaces[(3)]				
Residential Space	75	0.1 space/DU	8	8
Non-residential Community Meeting Space[(4)]	1,818 SF	2% of Required Auto Spaces or 2 min.	2	2
Total Motorcycle Spaces			**10**	**10**

Sources:
Dess Partners 2020
(1) San Diego Municipal Code (SDMC) Section 143.0740 (Table 143-07D). City of San Diego, March 2020 (City of San Diego, 2020e).
(2) SDMC Section 155.0252 (Table 155-02E). City of San Diego, February 2020 (City of San Diego, 2020f).
(3) SDMC Section 142.0525 (Table 142-05C). City of San Diego, February 2020 (City of San Diego, 2020d).
(4) SDMC Section 142.0530(g). City of San Diego, February 2020 (City of San Diego, 2020d).
Notes:
SF = square feet; DU = dwelling unit
a Rounded to nearest whole number.
b Three of 61 proposed spaces would be ADA accessible per 2016 California Building Code Table 11b-208.2.

3.2.2 Residential Density

The residential component of the project would construct 75 multiple dwelling units, and exclusive of an on-site manager unit, all units would be made available to low-income households at a rent that does not exceed 60% of the AMI, as adjusted for household size. The CU-2-3 Zone permits a maximum residential density of 1 DU for each 1,000 SF of lot area or 38 DU per acre. Similarly, the Mid-City Communities Plan recommends a density of 43 DU per acre. The proposed residential density would be roughly equivalent to 86 DU per acre.

Assembly Bill (AB) 1763 (Density Bonus Law), approved by Governor Newsome on October 9, 2019, amended Government Code Section 65915. AB 1763 requires a density bonus to be provided to a developer who agrees to construct a housing development in which 100% of the total units, exclusive of managers' units, are for low-income households. Government Code Section 65915 also requires that a housing development that meets these criteria receive up to four incentives or concessions. Additionally, if the development is located within 0.5 mile of a major transit stop, a height increase of up to three additional stories, or 33 feet would be granted. Government Code Section 65915 generally requires that the housing developments receive a density bonus of 80% but exempts the housing development from any maximum controls on density if it is located within 0.5 miles of a major transit stop. Because the project qualifies for development relief under this statute, maximum density limits are removed and a deviation to increase the maximum structural height would not be required.

Four development incentives allowed under Government Code Section 65915 are incorporated into the project design as summarized on the next page in **Table 3-4**, *Proposed Development Incentives*.

3.2.3 Architectural Design

The building is designed in a contemporary style of architecture with storefront glazing at the ground level community space, accent materials on the exterior façade (such as brick, concrete, and siding), and color to reduce the massing and bulk of the building. The residential entrance, containing the manager's office, residents lounge, and lobby elevator, would be accessible off of Fairmount Avenue, as would the community meeting space. Exterior building elevations, building sections, and building articulation are shown on **Figure 3-2**, *Exterior Elevations (West and North)*, and **Figure 3-3**, *Exterior Elevations (East and South)*. The building would be four stories of residential—wood construction, over an at-grade parking structure—resulting in a structure that would be approximately 62 feet in height. **Figure 3-4**, *Building Sections*, illustrates cross-sections of the proposed structure along its length and width.

3.2.4 Landscape Concept Plan

The proposed landscape plan (refer to **Figure 3-5**, *Landscape Plan*) includes the use of native/naturalized and/or drought-tolerant plant material, whenever possible. No invasive or potentially invasive species would be used. The landscape plan for the outdoor/recreation courtyard emphasizes a garden setting, where plant material would be used to help define spaces, encourage circulation paths, and highlight entry points (refer to **Figure 3-6**, *Landscape Plan Legend*). Landscaping within the outdoor/recreation courtyard on the podium level would feature large evergreen canopy trees, medium evergreen screening trees, small flowering trees, and raised

Table 3-4
PROPOSED DEVELOPMENT INCENTIVES

Development Regulations	Required	Proposed
Maximum Floor Area Ratio (SDMC §155.0242, Table 155-02D)	Per Table 155-02D, the maximum floor area ratio is 1.50 with a 50% bonus for mixed use.	Deviation to allow a maximum floor area ratio of 3.54.
Private Unit Storage Requirements (SDMC §131.0454)	Requires that each dwelling unit in the Residential-Multiple Unit Zones have a fully enclosed, personal storage area outside the unit that is at least 240 cubic feet with a minimum 7-foot horizontal dimension along one plane.	Deviation to provide no private storage outside of the units.
Minimum Building Side and Rear Setbacks (SDMC §155.0242, Table 155-02D)	Per Table 155-02D, the setback requirements are as follows: <u>Location Requirement</u> Front setback: Min 0 feet, Max 10 feet Side setback: Min 10 feet, Optional 10 feet[a] St. Side setback: Min 0 feet, Max 10 feet Rear setback: Min 10 feet, Optional 0 feet	Deviation to allow setbacks as follows: <u>Location Proposed</u> Front setback: 0 to 11 feet Side setback: 0 to 11 feet St. Side setback: N/A Rear setback: 0 to 12 feet
Building Transparency (SDMC §155.0242, Table 155-02D[b])	A minimum of 50% of street wall area between 3 and 10 feet above the sidewalk shall be transparent, with clear glass visible into a commercial or residential use.	Deviation to allow 25 percent of street wall area along Fairmont Avenue, between 3 and 10 feet above the sidewalk, to be transparent.

Notes:
[a] SDMC §155.0242, Table 155-02D references SDMC §131.0552 for Building Transparency Requirements.
[b] SDMC §155.0242, Table 155-02D references SDMC §131.053(a)(2) for Setback Requirements.

planters. Street trees are proposed to define and activate the pedestrian parkway along Fairmount Avenue and to provide shade and scale to the street scene, consistent with the City Heights Urban Greening Plan's Street Tree Master Plan (2014) and Street Tree Pallet for Fairmont Avenue and 43rd Street. The street trees would also help soften the building façade, reduce the heat island effect, and provide carbon sequestration.

The building is situated up to 11 feet from the property line along Fairmount Avenue to provide landscaped/flow-through planters, street trees, and a widened sidewalk within an urban parkway. Trellis structures and vines/green walls would soften the bulk and mass of the building façades. On the street level, flow-through planters would be installed along the northern property boundary, along the building frontage on Fairmont Avenue, and on the eastern property boundary near the garage entrance. The flow-through planters would also function as biofiltration basins and provide stormwater management by collecting and treating stormwater runoff prior to its release off site.

3.2.5 Vehicular, Bicycle, and Pedestrian Access

Vehicular access to the project and the parking garage would be via a full access driveway to the existing alley on the east side of the proposed residential building. Parking for vehicles and motorcycles would be provided in the parking structure and in parking spaces on the alley adjacent to the parking

garage. Bicycle storage for the residents would be provided within the parking garage and short-term bicycle parking would be provided in racks next to the front door on Fairmount Avenue. The proposed number of parking spaces for vehicles and bicycles would exceed the City's minimum parking requirements, while motorcycle parking would meet the City's minimum parking requirements (as shown in Table 3-3).

To enhance the pedestrian experience along the Fairmount Avenue frontage, approximately 2.3 feet (equal to 696 SF) of property would be dedicated to the City as additional right-of-way to facilitate installation of a 10-foot-wide urban parkway with a non-contiguous sidewalk, landscaping, and lighting. The entrances to the community space, lobby, and residential leasing office would be located on the Fairmount Avenue frontage. A secondary/stairway entrance for the multiple dwelling units would be located near the southern property boundary along Fairmont Avenue. Two stairways would be constructed on the eastern frontage to provide building access to/from the unnamed alley.

3.2.6 Utilities and Other Site Improvements

Pedestrian-scale street lighting, in the form of two acorn lights, would be installed for increased visibility along Fairmont Avenue. New sidewalk, curbs, and gutters would be installed adjacent to the project site along Fairmount Avenue and all six existing non-utilized driveways would be closed and replaced with full height curb and gutter, satisfactory to the City Engineer. The project would reconstruct the full width of the existing unnamed alley adjacent to the project site, from Polk Avenue to University Avenue. Additionally, the existing overhead electrical facilities and other public utility systems and service facilities in the unnamed alley would be undergrounded along the eastern boundary of the project site, from Polk Avenue to University Avenue. This improvement would require the removal of two wooden utility poles.

Several utility improvements would be required to implement the project. Specifically, the project would require the installation of two 2-inch-diameter private water lines; a 6-inch-diameter private sewer lateral; an 8-inch-diameter private water line for fire service; and a 1-inch-diameter irrigation line. All utility connections would be to existing public infrastructure in Fairmount Avenue. In addition, runoff from the biofiltration basins/flow-through planters would be discharged off site to the unnamed alley and gutter in Fairmount Avenue. A refuge/recycling area would be provided in the secured garage on the street level.

3.2.7 Sustainable Design Features

The project has been designed to promote sustainability and includes construction of affordable residences and community meeting space within a 2035 Transit Priority Area. Provision of a compact, walkable, mixed-use development with pedestrian and bicycle amenities, with access to transit, would promote the reduction of vehicle trips and associated energy consumption and air pollutant (including greenhouse gas) emissions.

The project would also incorporate the following sustainable design features to minimize use of water, energy, and solid waste as outlined in the Climate Action Plan (CAP) Consistency Checklist contained in Appendix E to this EIR:

- Cool/green roofs

- Use of low-flow fixtures/appliances and low-flow irrigation
- Electrical vehicle charging stations
- Designated and secure bicycle parking spaces
- Designated parking spaces low-emitting, fuel-efficient, and carpool/vanpool vehicles
- Implementation of a solid waste recycling plan

3.3 Project Construction

3.3.1 Site Preparation and Demolition

Site preparation would require the demolition of the existing commercial structure at 4061 Fairmount Avenue (i.e., American Legion Hall). The urban gardens on 4037 and 4021 Fairmount Avenue and the existing surface parking lots at 4061 and 4035 Fairmount Avenue, along with the perimeter fencing, would be removed and replaced by the project. The project would also demolish the existing 7.7-foot-wide, contiguous sidewalk along the project frontage on Fairmount Avenue and construct a 10-foot-wide parkway with non-contiguous sidewalk and landscaping described above under *Landscape Concept Plan*.

Typical construction equipment/vehicles required for project construction would include bulldozers, front-end loaders, scrapers, tractors, backhoes, paver/rollers, dump trucks, water trucks, and concrete mixers. Construction staging would occur within the approved project disturbance footprint and would be located as far away as possible from existing residences. The project would be constructed in a single phase, and construction is estimated to begin in late 2021 and be completed in early to mid-2022. Demolition and construction would occur over an approximately 14- to 16-month period. It is anticipated that the construction activities would occur from 7 a.m. to 7 p.m. Monday through Saturday, excluding public holidays, in accordance with SDMC Section 59.5.0404.

3.3.2 Grading Plan

The entire project site has been previously graded and developed and would be regraded to accommodate development of the project. Approximately 700 cubic yards (CY) of cut and 150 CY of fill (including 550 CY of export) would be required to implement the grading plan. The depth of excavation would be less than 5 feet, as measured vertically. Grading and improvement plans would be reviewed by the City Engineer prior to site development.

3.4 Discretionary Actions

3.4.1 Site Development Permit

A Site Development Permit(SDP) is required for the project to demolish the designated historic structure at 4061 Fairmount Avenue, San Diego Historical Landmark No. 525 per SDMC Section 126.0502(d)(1). According to the City's Land Development Code, the purpose of an SDP is "*... is to establish a review process for proposed development that, because of its site, location, size, or some other characteristic, may have significant impacts on resources or on the surrounding area, even if*

developed in conformance with all regulations. The intent of these procedures is to apply site-specific conditions as necessary to assure that the development does not adversely affect the applicable land use plan and to help ensure that all regulations are met."

3.4.2 Tentative Map

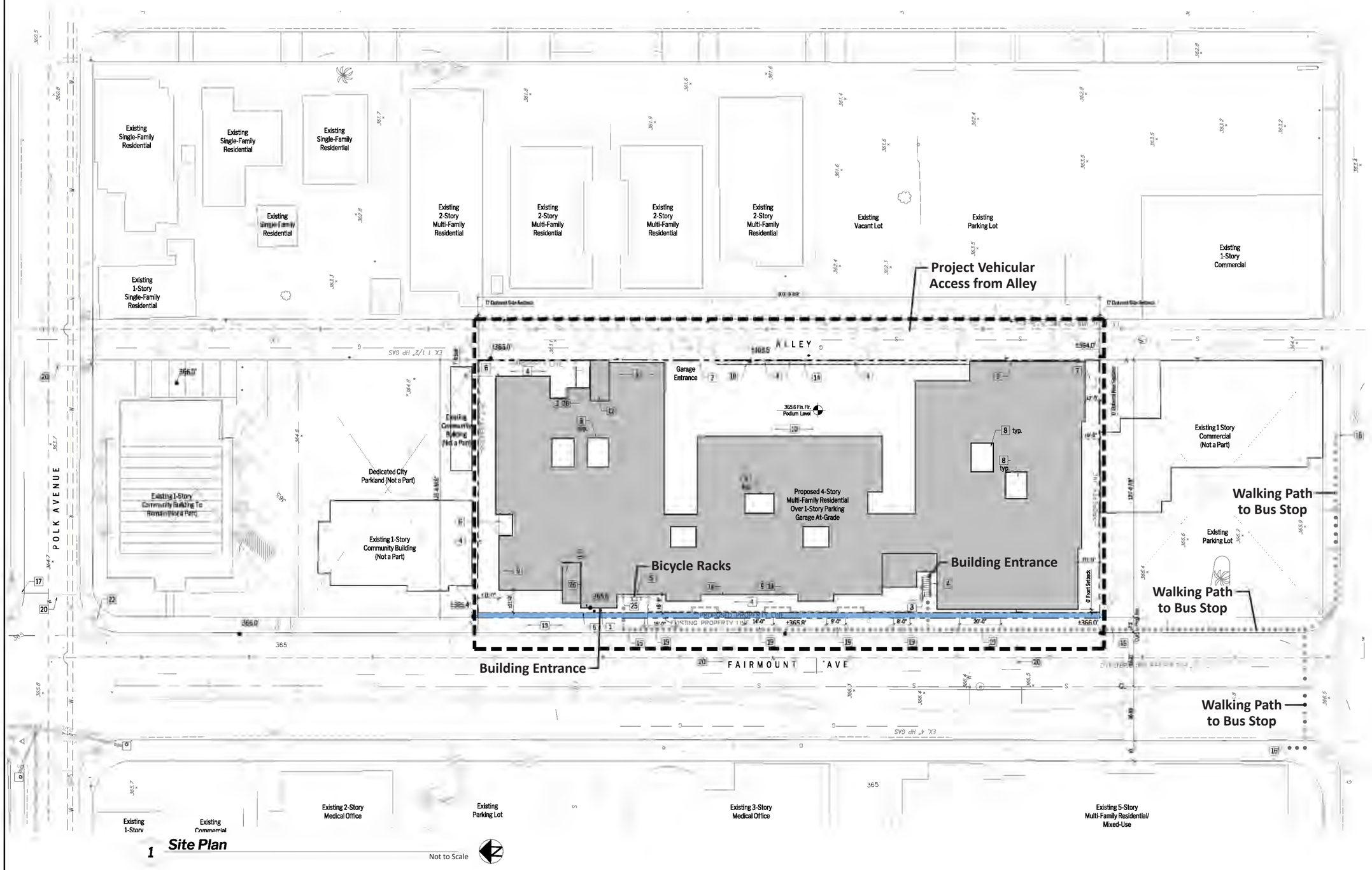
A Tentative Map is proposed to consolidate the six contiguous lots at 4021, 4035, 4037, and 4061 Fairmount Avenue (APNs 471-461-04, -05, -06, -07, -08, and -09) into a single lot (refer to **Figure 3-7**, *Tentative Map*).

3.4.3 Other Agency Approvals

No other agency approvals are required to implement the project.

3.5 Intended Uses of the EIR

Pursuant to CEQA Guidelines Section 15124(d), Project Description, the description of a project shall contain a statement briefly describing the intended uses of the EIR. The City would use the information in this EIR and supporting documentation in its decision to approve the required discretionary permits.



1 **Site Plan** Not to Scale

Site Plan Notes

1. Building Entrance
2. Garage Entrance Gate
3. Emergency Egress
4. Landscaped Planter, See Landscape Plans
5. Bicycle Racks
6. Architectural Projection: Balcony, Roof Overhang, Shade Structure, etc.
7. Electrical Transformer Above Grade
8. Light Well
9. Limit of Garage Wall
10. Community Courtyard at Podium Level
11. Elevator Penthouse
12. Stair to Roof
13. Enhanced Paving, See Landscape Plans
14. Architectural Screening at Street and Alley Frontages
15. Street Curb-line
16. Transit Stop
17. Fire Hydrant
18. Edge of Podium Deck
19. Existing Driveway Curb Cut to be Removed/ Closed. All non-utilized curb cuts should also be closed and replaced with curb, gutter, and sidewalk
20. Existing Streetlight to Remain
21. Existing Landscape to Remain
22. Existing Curb Ramp to Remain
23. Existing Driveway to Remain
24. Existing Parking to Remain
25. Building Address Numbers to be located on Brick Veneer Wall adjacent to street entrance; See elevations
26. Knox Box wall mounted per SDMC

General Notes

See Civil Sheet C3.0 for Additional Information

Building Address:
4089, 4061, 4035 & 4021 Fairmount Avenue San Diego, CA 92105

Off Street Parking:
See A2.0 Garage Plan and A0.0 Project Data for Parking configuration and calculations

Drainage:
See Civil Plans for additional information

Refuse & Recycling:
See A2.0 Garage Plan and A0.0 Project Data for additional information

Fire Hydrants:
See Site Plan Notes and Civil Plans for additional information

Transit:
13, 7, 10 Bus Service on Fairmount and University

Easements:
No Existing Easements on Site

1. Address identification shall be provided for all new & (E) buildings in a location that is plainly visible and legible from the street or road fronting the property. Where access is by way of a private road and building address cannot be viewed from the public way, an approved sign or means shall be used to identify the structure, premises identification shall conform to Section 96.0209 of the San Diego Municipal Code and CBC 501.2.

Legend

- Key Note
- Property Line
- Project Boundary/ Limit of Work
- Path to Transit Stop

Source: DESS Architecture 2020

Figure 3-1

Site Plan

4TH CORNER APARTMENTS PROJECT EIR

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1 West Elevation

2 North Elevation

Source: DESS Architecture 2020

Figure 3-2

Exterior Elevations (West and North)

4TH CORNER APARTMENTS PROJECT EIR

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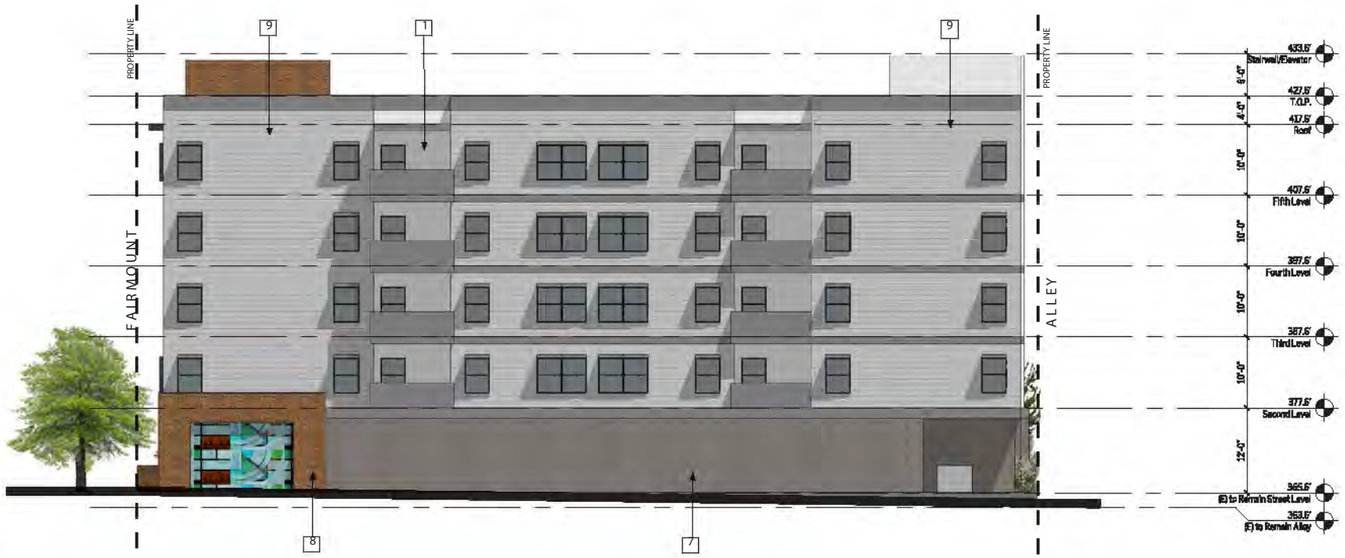
1 ***East Elevation***



2 ***South Elevation***

Source: DESS Architecture 2020

Figure 3-3

Exterior Elevations (East and South)

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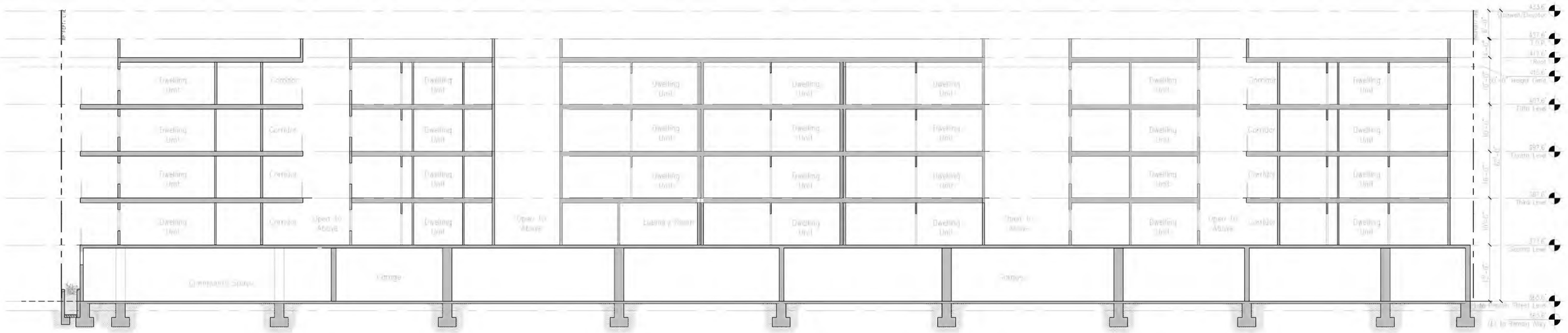
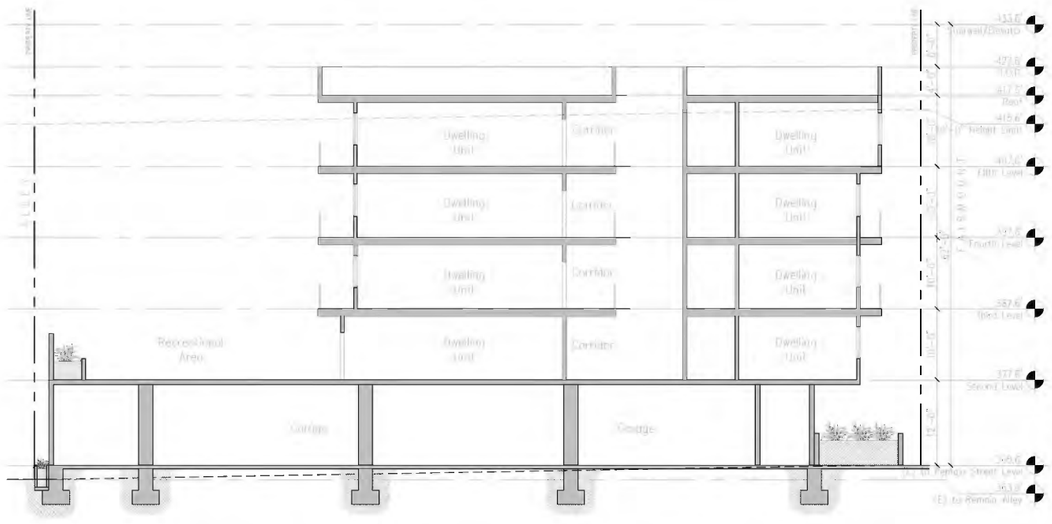


1 Longitudinal Building Section
scale: 3/32" = 1'-0"



2 Building Section
scale: 3/32" = 1'-0"

Source: DESS Architecture 2020

Figure 3-4

Building Sections

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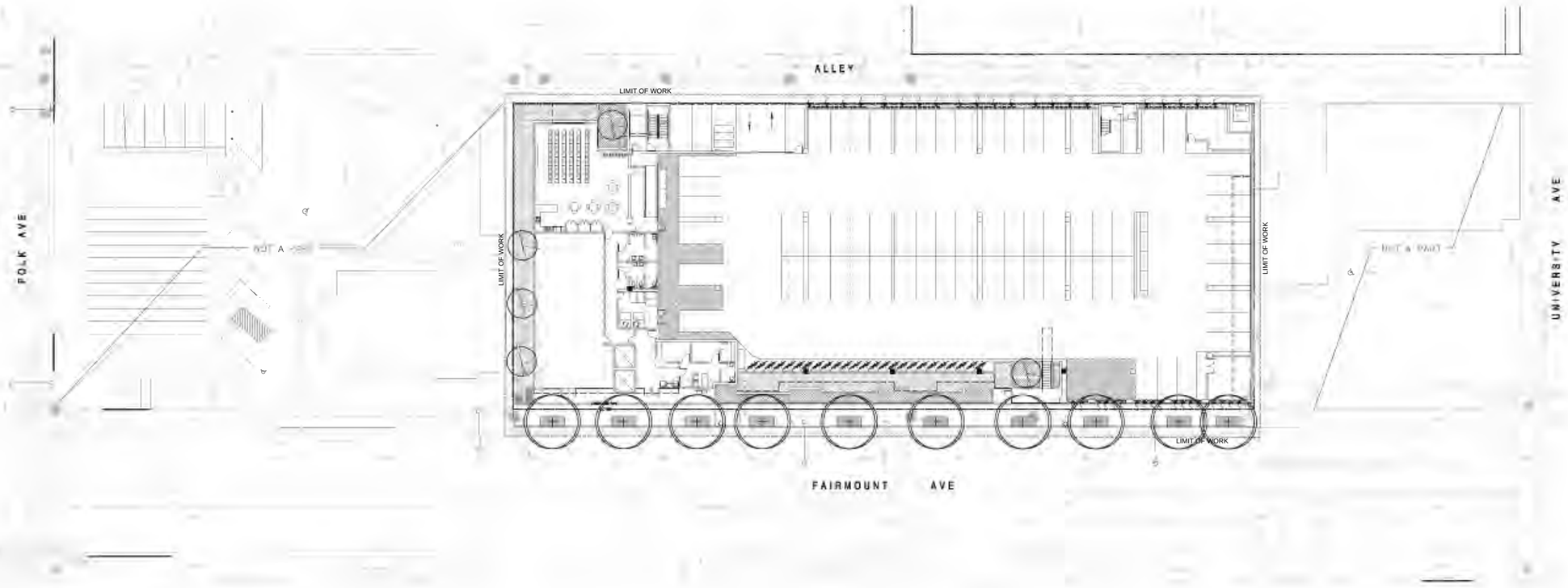
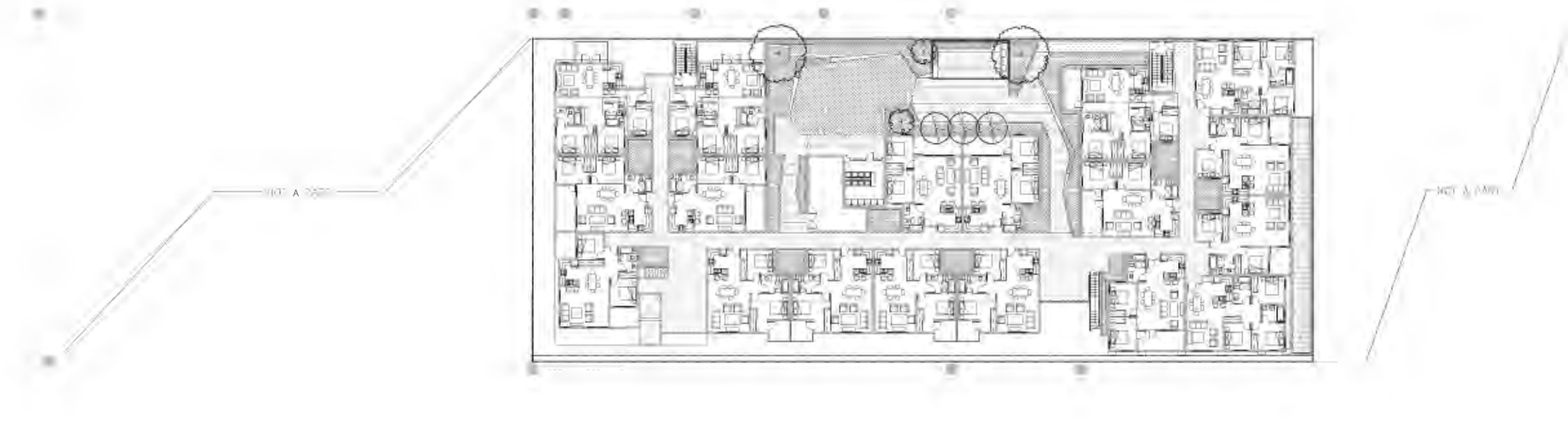


GROUND LEVEL



PODIUM LEVEL

Source: DESS Architecture 2020

Figure 3-5

Landscape Plan

4TH CORNER APARTMENTS PROJECT EIR

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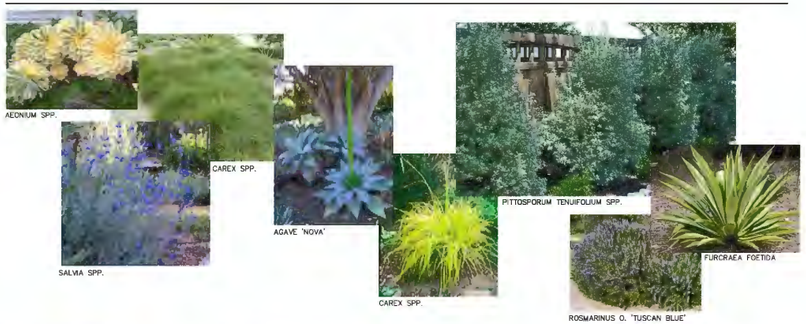
PLANT PALETTES

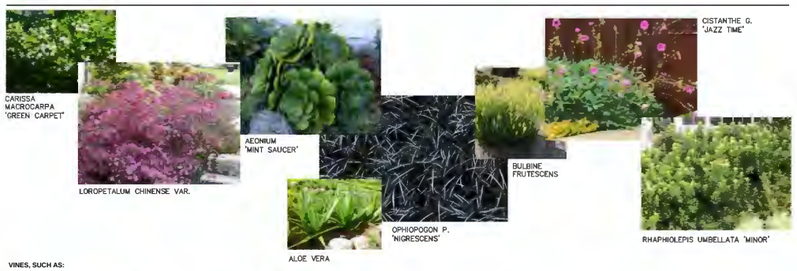
TREE CANOPY PLANTING SUCH AS:

FLOW THROUGH PLANTER PALETTE, SUCH AS:

RAISED PLANTER PALETTE, SUCH AS:



ON-GRADE PLANTING PALETTE, SUCH AS:



VINES, SUCH AS:

PLANT MATERIAL LEGEND

TREE CANOPY PLANTING SUCH AS:

BOTANICAL NAME	COMMON NAME	CONTAINER SIZE	QTY	MATURE SIZE HXW	FORM / FUNCTION
STREET TREE, SUCH AS: (PER THE CITY HEIGHTS URBAN GREENING PLAN, STREET TREE MASTER PLAN)		36" BOX	10		
ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE			40–50'H X 25–40'W	BH,E/SH
JACARANDA MIMOSIFOLIA	JACARANDA			25–40'H X 20–30'W	D,F/AC
LARGE EVERGREEN CANOPY TREE, SUCH AS:		48"/60" BOX	4		
LOPHOSTEMON CONFERTUS	BRISBANE BOX			15–25'H X 15–20'W	BH,E/SH,SP
OLEA EUROPAEA 'FRUITLESS'	WILSON FRUITLESS OLIVE			40–50'H X 50–60'W	BH,E/SH,SP
QUERCUS VIRGINIANA	SOUTHERN LIVE OAK			20–25'H X 15–20'W	BH,E/SH,SP
RHUS LANCEA	AFRICAN SUMAC			40–50'H X 50–60'W	BH/SH,SP
ULMUS PARVIFOLIA	CHINESE ELM				
VERTICAL SCREENING TREE, SUCH AS:		24"/36" BOX	9		
CUPRESSUS SEMPERVIRENS 'MONSHEL'	TINY TOWER ITALIAN CYPRESS			25–30'H X 10'W	U,E/SC
MAGNOLIA GRANDIFLORA 'LITTLE GEM'	DWARF SOUTHERN MAGNOLIA			20–30'H X 10–15'W	U,E/SC
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE			30–40'H X 20'W	U,D/SH
PODOCARPUS ELONGATUS 'MONMAL'	ICEE BLUE YELLOW-WOOD			15–25'H X 15–25'W	U,E/SC
PYRUS CALLERYANA 'CAPITAL'	CAPITAL FLOWERING PEAR			35–45'H X 12–15'W	U,D,F/SC
SMALL FLOWERING TREE, SUCH AS:		24"/36" BOX	4		
CERCIS OCCIDENTALIS MULTI	REDBUD			12–20'H X 10–15'W	S,D,F/AC,SC
FEIJOA SELLOWIANA	PINEAPPLE GUAVA			10–15'H X 10–15'W	S,E,F/AC
MICHELIA CHAMPACA	FRAGRANT HIMALAYAN CHAMPACA			15–20'H X 10–15'W	U,E,F/AC,SC

SHRUB UNDERSTORY PLANTING SUCH AS:

BOTANICAL NAME	COMMON NAME	FORM / FUNCTION	MATURE SIZE	SIZES / SPACING	QUANTITY
FLOW THROUGH PLANTER PALETTE, SUCH AS:					
CAREX DIVULSA	BERKELEY SEDGE	S,E / AC	1–2' X 1–2'	GROUND LEVEL: 2,895 SF	
CHONDROPETALUM TECTORUM	SMALL CAPE RUSH	U,E / AC	2–3' X 3–4'	15% – 15 GALLON @ 48" O.C.	31
DIANELLA CAERULEA 'CASSA BLUE'	BLUE FLAX LILY	S,E / AC	1–2' X SPRD	50% – 5 GALLON @ 24" O.C.	418
DIETES BICOLOR	FORTNIGHT LILY	U,E,F / AC	2–3' X 2–3'	35% – 1 GALLON @ 18" O.C.	505
IRIS DOUGLASIANA	DOUGLAS IRIS	S,E,F / AC	1–2' X 2–3'	PODIUM LEVEL: 540 SF	
JUNCUS PATENS	CALIFORNIA GRAY RUSH	U,E / AC	1–2' X 1–2'	15% – 15 GALLON @ 48" O.C.	9
LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	S,E / AC	2–3 X 2–4'	25% – 5 GALLON @ 24" O.C.	42
WOODWARDIA FIMBRIATA	CHAIN FERN	BH,E / AC	3' X 4'	60% – 1 GALLON @ 18" O.C.	220
RAISED PLANTER PALETTE, SUCH AS:					
AEONIUM SPP.	AEONIUM	BH, E /AC	1–2' X 3'–5'	GROUND LEVEL: 775 SF	
AGAVE 'NOVA'	BLUE FLAME AGAVE	BH,E / AC	2–3' X SPRD	15% – 15 GALLON @ 48" O.C.	8
ALOE VERA	MEDICINAL ALOE	S,E,F / AC	2' X 3–4'	50% – 5 GALLON @ 24" O.C.	110
ANIGOZANTHOS 'BUSH DAWN'	YELLOW KANGAROO	S,E,F / AC	4–6' X 1–2'	35% – 1 GALLON @ 18" O.C.	137
BULBINE FRUTESCENS	YELLOW BULBINE	S,E,F / AC	1–2' X 3–4'	PODIUM LEVEL: 1,254 SF	
CAREX SPP.	CAREX	BH,E / AC	1–2' X 1–2'	15% – 15 GALLON @ 5' O.C.	9
CISTANTHE G. 'JAZZ TIME'	ROCK PURSLANE	S,E,F / AC	1–2' X 2–3'	45% – 5 GALLON @ 30" O.C.	104
COMPROSMA SPP.	MIRROR PLANT	U,E / SC	4–5' X 3–4'	40% – 1 GALLON @ 18" O.C.	257
DIANELLA TASMANICA 'VARIEGATA'	VARIEGATED FLAX LILY	S,E / AC	2.5' X 2.5'		
FURCRAEA FOETIDA	MAURTIUS HEMP	BH,E / AC	3'–4' X 3'–4'		
LOMANDRA LONGIFOLIA 'BREEZE'	DWARF MAT RUSH	S,E / AC	2–3 X 2–4'		
MUHLENBERGIA RIGENS	DEER GRASS	U,E / SC	4–5' X 4–6'		
PITTOSPORUM TENUIFOLIUM SPP.	MOCK ORANGE	S,E / SC	8'–12' X 3–6'		
RHAMNUS CALIFORNICA	COFFEEBERRY	S,E / SC	5' X 5'		
RHAPHIOLEPIS UMBELLATA 'MINOR'	DWARF YEDDO HAWTHORN	U,E / SC	4–6' X 2–3'		
ROSMARINUS O. 'TUSCAN BLUE'	BLUE ROSEMARY	S,E,F / SC	4–5' X 4–5'		
SALVIA SPP.	SALVIA	BH,E / AC			
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	S,E,F / AC	2–6' X SPRD		
ON-GRADE PLANTING PALETTE, SUCH AS:					
AEONIUM 'MINT SAUCER'	GREEN AEONIUM	BH,E /AC	2–3' X 1–2'	GROUND LEVEL: 284 SF	
ALOE VERA	MEDICINAL ALOE	U,E,F /AC	1–2' X 1–2'	15% – 15 GALLON @ 48" O.C.	3
BULBINE FRUTESCENS	YELLOW BULBINE	S,E /AC	1–2' X 1–2'	50% – 5 GALLON @ 24" O.C.	41
CARISSA MACROCARPA	DWARF NATAL PLUM	S,E /AC	2–3' X 2–3'	35% – 1 GALLON @ 18" O.C.	51
CISTANTHE G. 'JAZZ TIME'	ROCK PURSLANE	S,E,F /AC	1–2' X 2–3'		
COPROSMA REPENS 'LEMON LIME'	LEMON LINE MIRROR PLANT	BH,E /AC	3' X 3'		
LOROPETALUM CHINENSE VAR.	PURPLE FRINGE FLOWER	S,E,F /AC	2–3' X 3–4'		
OPHIOPOGON P. 'NIGRESCENS'	BLACK MONDO GRASS	U,E / AC	1' X 1–2'		
RHAPHIOLEPIS UMBELLATA 'MINOR'	DWARF INDIAN HAWTHORN	U,E / AC	2–3' X 4–6'		
SANSEVIERIA CYLINDRICA	SPEAR SANSEVIERIA	U,E / AC	3–4' X 2–3'		
VINES, SUCH AS:					
AKEBIA QUINATA	CHOCOLATE VINE	S / AC, SC	30' SPREAD	GROUND LEVEL: 172 LF	
CLYTOSTOMA CALLISTEGIOIDES	LAVENDER TRUMPET VIBE	S / AC, SC	30' SPREAD	60% – 5 GALLON @ 8' O.C.	13
FICUS PUMILA	CREEPING FIG	S / AC, SC	30' SPREAD	40% – 5 GALLON @ 3' O.C.	23
				PODIUM LEVEL: 40 LF	
				100% – 5 GALLON @ 8' O.C.	5

OTHER:

— — — LIMIT OF WORK

——— EXISTING PROPERTY LINE

— - — - — PROPOSED EXTENT OF RIGHT-OF-WAY DEDICATION

NOTES:
1. ROOT BARRIER TO BE INSTALLED IN ALL INSTANCES WHERE A TREE WILL BE PLANTED WITHIN 5' OF ADJACENT CURBS, SIDEWALKS, WALLS OR ANY OTHER FLATWORK OR HARDSCAPE.
2. 3" DEPTH BARK MULCH AT ALL PLANTING AREAS

ABBREVIATIONS:

FORM:
BH = BROAD HEADED
PY = PYRAMIDICAL
U = UPRIGHT
S = SPREADING

D = DECIDUOUS
E = EVERGREEN
P = PALM
F = FLOWERING

FUNCTION:
SH = SHADE
SC = SCREEN
AC = ACCENT
SP = SPECIMEN

CITY OF SAN DIEGO NOTES

1. EXISTING TREES TO REMAIN ON SITE WITHIN THE AREA OF WORK WILL BE PROTECTED IN PLACE. THE FOLLOWING PROTECTION MEASURES WILL BE PROVIDED:
   - 1.1. A BRIGHT YELLOW ORANGE TEMPORARY FENCE WILL BE PLACED AROUND EXISTING TREES AT THE DRIP LINE.
   - 1.2. STOCKPILING, TOPSOIL DISTURBANCE, VEHICLE USE AND MATERIAL STORAGE OF ANY KIND IS PROHIBITED WITHIN THE DRIP LINE.
   - 1.3. ANY KIND OF WATERING SCHEDULE WILL BE MAINTAINED AND DOCUMENTED DURING CONSTRUCTION.
   - 1.4. ALL DAMAGED TREES WILL BE REPLACED WITH ONE OF EQUAL OR GREATER SIZE.
2. IF ANY REQUIRED LANDSCAPE INDICATED ON THE APPROVED CONSTRUCTION DOCUMENT PLANS IS DAMAGED OR REMOVED DURING DEMOLITION OR CONSTRUCTION, IT SHALL BE REPAIRED AND/OR REPLACED IN KIND AND EQUIVALENT SIZE PER THE APPROVED DOCUMENTS TO THE SATISFACTION OF THE DEVELOPMENT SERVICES DEPARTMENT WITHIN 30 DAYS OF DAMAGE.

LANDSCAPE AND IRRIGATION SYSTEM NOTES

1. THE LANDSCAPE PLAN WILL CONFORM WITH THE FOLLOWING STANDARDS OF THE CITY–WIDE LAND DEVELOPMENT CODE, SECTION 142.0400, AND THE DEVELOPMENT MANUAL – LANDSCAPE STANDARDS ADOPTED JANUARY 1ST 2000. CITY OF SAN DIEGO REGIONAL STANDARD DRAWINGS, ADA REGULATIONS.
2. LANDSCAPE IN THE COMMON AREAS SHALL BE MAINTAINED BY OWNER. LANDSCAPE AND IRRIGATION AREA IN THE PUBLIC RIGHT–OF–WAY SHALL BE MAINTAINED BY OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER, AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED PER THE CONDITIONS OF THE PERMIT.
3. ALL PLANT MATERIAL SELECTED FOR USE WILL BE OF A TYPE KNOWN TO BE SUCCESSFUL IN THE AREA OF SIMILAR CLIMATIC AND SOIL CONDITIONS.
4. COLOR FROM PLANT FOLIAGE, BARK OR FLOWERS WILL BE UTILIZED TO CREATE A FRIENDLY, WARM AND VISUALLY EXCITING LANDSCAPE ENVIRONMENT. THEMATIC COLOR SCHEMES WILL BE UTILIZED IN DEVELOPING PROJECT IDENTITY.
5. PLANTING WILL BE DESIGNED TO OBSCURE UNDESIRABLE VIEWS (AUTOMOBILES, STORAGE, MAINTENANCE, UTILITY AREAS, ETC.) AND ADD VISUAL INTEREST TO THE SITE.
6. ALL SOILS WILL BE FERTILIZED, AMENDED AND TILLED TO CONFORM TO RECOMMENDATIONS MADE BY A SOIL TESTING LABORATORY AND/OR LANDSCAPE ARCHITECT IN ORDER TO PROMOTE HEALTHY AND VIGOROUS PLANT GROWTH.
7. ROOT BARRIERS SHALL BE INSTALLED FOR ALL NEW TREES WHICH ARE PLACED WITHIN 5'–0" OF PUBLIC IMPROVEMENTS AND INTERNAL SITE HARDSCAPE AREAS, SUCH AS WALKS, CURBS, OR STREET PAVEMENT. ROOT BARRIERS SHALL NOT BE WRAPPED AROUND THE ROOTBALL OF THE TREE.
8. MULCH REQUIREMENTS – ALL REQUIRED PLANTING AREAS SHALL BE COVERED WITH MULCH TO A MINIMUM DEPTH OF 3" EXCLUDING SLOPES REQUIRING VEGETATION AND AREAS PLANTED WITH GROUND COVER. ALL EXPOSED SOIL AREAS WITHOUT VEGETATION SHALL ALSO BE MULCHED TO THIS MINIMUM DEPTH.
9. ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE CITY OF SAN DIEGO LANDSCAPE ORDINANCE AND CITY OF SAN DIEGO LAND DEVELOPMENT MANUAL – LANDSCAPE STANDARDS AND ALL REGIONAL STANDARDS FOR LANDSCAPE INSTALLATION AND MAINTENANCE.
10. IRRIGATION SYSTEMS WILL BE PERMANENT BELOW GROUND AUTOMATED SYSTEMS ADEQUATE FOR THE ESTABLISHMENT AND MAINTENANCE OF ALL PLANT MATERIAL THESE SYSTEMS WILL BE INSTALLED AS SOON AS PRACTICAL AFTER GRADING AND PRIOR TO PLANT MATERIAL INSTALLATION. AREAS ADJACENT TO STRUCTURES, ROADWAYS, ENTRIES AND ACTIVITY AREAS WILL BE IRRIGATED WITH PERMANENT BELOW GRADE AUTOMATED SYSTEMS.
11. IRRIGATION FOR ON–GRADE PLANTING AREAS SHALL UTILIZE SUB–SURFACE OR SPRINKLER / BUBBLER SYSTEMS. SPRINKLER/ BUBBLER HEADS SHALL RESPOND TO THE LANDSCAPE DESIGN, PLANT MATERIAL REQUIREMENTS AND PUBLIC HEALTH AND SAFETY. EACH HEAD SHALL BE ADJUSTED FOR OPTIMUM PERFORMANCE TO PREVENT "OVERSPRAY" ONTO WALKS, ROADWAYS AND/OR BUILDINGS. THIS SHALL INCLUDE SELECTING THE BEST DEGREE OF ARC TO FIT THE EXISTING SITE CONDITIONS AND TO THROTTLE THE FLOW CONTROL AT EACH VALVE TO OBTAIN THE OPTIMUM OPERATING PRESSURE FOR EACH SYSTEM. MOISTURE SENSING AND RAIN SHUT–OFF DEVICES SHALL BE EMPLOYED FOR WATER CONSERVATION.
12. NO IRRIGATION RUN–OFF SHALL DRAIN OFF SITE INTO THE PUBLIC RIGHTS–OF–WAY, STREETS, DRIVES OR ALLEYS. NO CONNECTION SHALL BE MADE TO ANY STORM WATER SEWER SYSTEMS WITHOUT PROPER BEST MANAGEMENT PRACTICES.
13. MINIMUM TREE/IMPROVEMENT SEPARATION DISTANCE: TRAFFIC SIGNALS / STOP SIGN – 20FEET; SEWER LINES – 10 FEET; UNDERGROUND UTILITY LINES – 5 FEET; ABOVE GROUND UTILITY STRUCTURES – 10 FEET; DRIVEWAYS – 10 FEET; INTERSECTIONS – 25 FEET.
14. LANDSCAPE FINISH GRADING OBJECTIVES WILL INCLUDE POSITIVE SURFACE DRAINAGE OF PLANTED AREA THROUGHOUT THE SITE.

Source: DESS Architecture 2020

Figure 3-6

Landscape Plan Legend

4TH CORNER APARTMENTS PROJECT EIR

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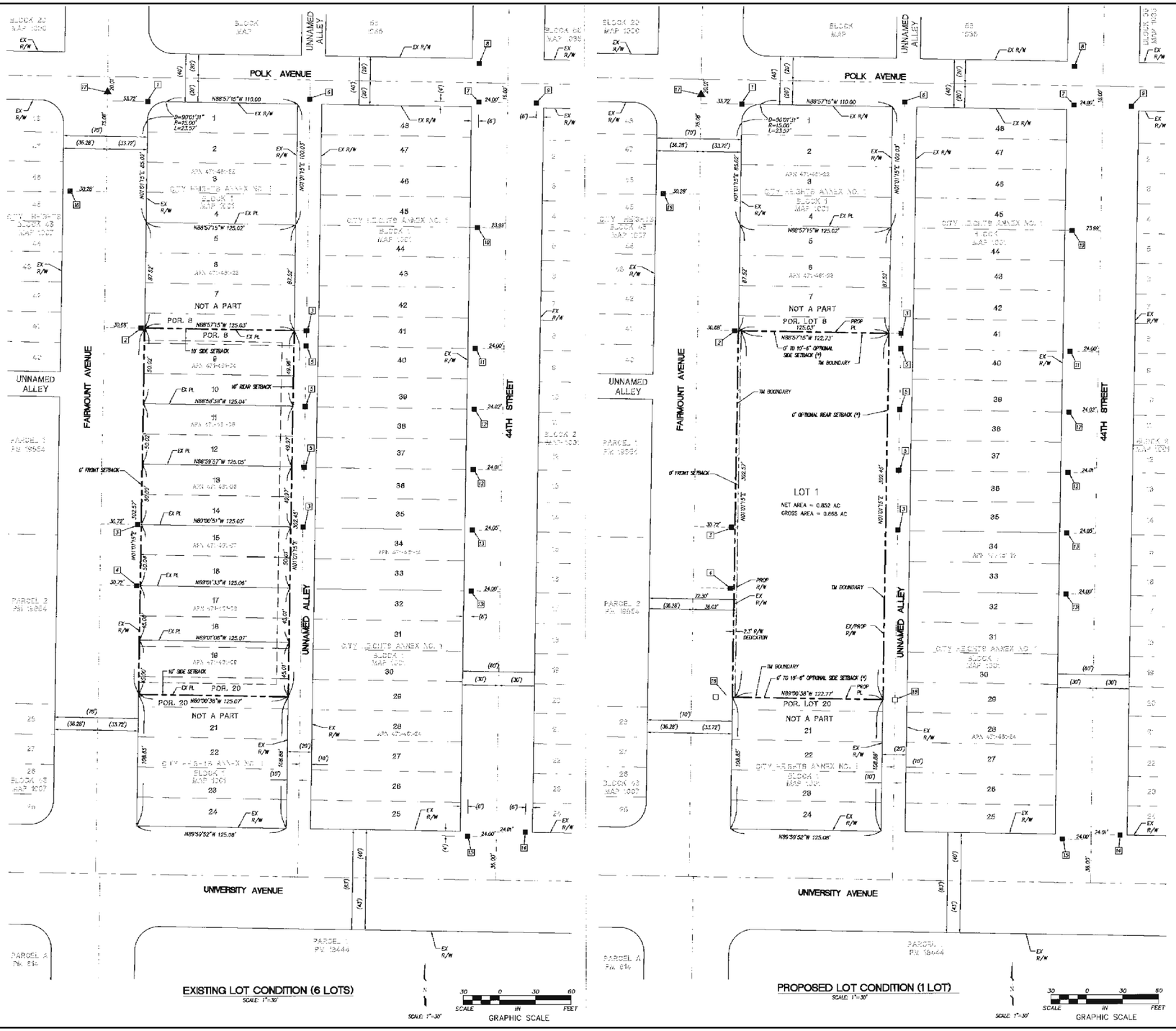

LEGEND

EXISTING CONDITION
EXISTING SURVEY CENTERLINE
EXISTING RIGHT OF WAY (EX R/W)/ EXISTING PROPERTY LINE (EX PL)
EXISTING PROPERTY LINE
EXISTING LOT LINE
EXISTING SETBACK LINE
EXISTING STREET SURVEY MONUMENT (AS NOTED)
EXISTING LEAD AND DISC AS NOTED
PROPOSED MONUMENT
PROPOSED CONDITION
PROPOSED PROPERTY LINE/ TM BOUNDARY
PROPOSED RIGHT OF WAY DEDICATION

ABBREVIATIONS

CED	CITY ENGINEER DISC
CR	CORNER RECORD
EX	EXISTING
PROP	PROPOSED
PL	PROPERTY LINE
R/W	RIGHT OF WAY
PROP PL	PROPOSED PROPERTY LINE/ TM BOUNDARY
PROP R/W	PROPOSED RIGHT OF WAY

PLOTTABLE EASEMENTS

NO PLOTTABLE EASEMENTS EXIST PER THE PROJECT TITLE REPORT.

EXISTING SURVEY MONUMENT

1. EXISTING LEAD AND DISC MARKED "CED" PER PM 19854 AND MAP 13,712
2. EXISTING LEAD AND DISC MARKED "CED", NO RECORD
3. EXISTING LEAD AND DISC STAMPED "LS 8550" PER ROS MAP NO. 19857
4. EXISTING LEAD AND DISC MARKED "LS 2901" PER PM 19854
5. EXISTING LEAD AND DISC STAMPED "CITY ENGINEER" PER CORNER RECORD 14235, UNLESS OTHERWISE NOTED
6. EXISTING "PK" NAIL PER CR 1214, CR 14235
7. EXISTING LEAD AND DISC STAMPED "CITY ENGINEER" PER CORNER RECORD 14235, CORNER RECORD 1214, MAP NO. 15,713
8. EXISTING LEAD AND DISC STAMPED "CITY ENGINEER" PER CORNER RECORD 3056, CORNER RECORD 5260, MAP NO. 15,573
9. EXISTING LEAD AND DISC MARKED "CED" PER MAP 15,721, CR 603.3, 14232, 3089 (QUESTING LEAD AND DISC MARKED "LS 4602", NO RECORD
10. EXISTING LEAD AND DISC STAMPED "LS 3158" PER CORNER RECORD 14235
11. EXISTING LEAD AND DISC STAMPED "RCE 7452" PER CORNER RECORD 1214 AND 14235
12. EXISTING LEAD AND DISC MARKED "RCE 7452", NO RECORD
13. EXISTING LEAD AND DISC MARKED "CED" PER CR 3689 FOUND
14. EXISTING MONUMENT PER ROS MAP NO. 19857 AND PEP CR 1214
15. EXISTING LEAD AND DISC MARKED "LS 2901" PER PM 19854
16. EXISTING STREET SURVEY MONUMENT PER MAP NO. 6746, PM NO. 13324, PM NO. 19854
18. PROPOSED MONUMENT PER FINAL MAP

NOTE:

ANY MONUMENTS TO BE DESTROYED SHALL BE RESET PER FINAL MAP

Source: Kettler Lewick Engineering 2020

Figure 3-7

Tentative Map

4TH CORNER APARTMENTS PROJECT EIR

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4. HISTORY OF PROJECT CHANGES

This section chronicles changes that have been made to the project in response to environmental concerns raised during the City's review of the project. The project was revised to reflect Wakeland Housing and Development Corporation as the applicant, and respond to comments raised by City of San Diego Development Services Department and the members of the City Heights community. Specifically, the following changes have been integrated into the project design described in Chapter 3, *Project Description*:

- The Development Plans were revised to dedicate 2.3 feet adjacent to the project site on Fairmount Avenue to facilitate a 10-foot-wide sidewalk/parkway along Fairmount Avenue.
- The hardscape design was revised so that no private improvements would be located within the required dedication area.
- In response to input from community members, the site layout was modified by adding a stairwell/emergency exit along Fairmount Avenue.
- In response to input from community members, the project was modified to include a "non-residential" component in the form of approximately 1,818 square feet of community meeting space on the ground floor of 4061 Fairmont Avenue. This community space would be open to and available for use by the general public.
- The project was modified to increase the total number of multiple-dwelling units at the project site from 73 to 75 units, and the percentage of units that would be affordable for low-income households at a rate that does not exceed 60% of the area median income, as adjusted for household size, was increased from 15% to 100% of total units, with the exclusion of the manager's unit.
- The development plans were modified to include a Tentative Map to consolidate the six contiguous lots at 4021, 4035, 4037, and 4061 Fairmount Avenue (Assessor's parcel numbers 471-461-04, -05, -06, -07, -08, and -09) into a single lot.

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5. ENVIRONMENTAL ANALYSIS

5.1 Land Use

This section discusses applicable land uses, plans and policies and the project's compliance with those plans and policies. The discussion relies on planning and environmental information contained in other sections of this EIR, as applicable.

5.1.1 Existing Conditions

5.1.1.1 On-Site Land Uses

The 0.87-acre project site consists of six contiguous lots at 4021, 4035, 4037, and 4061 Fairmount Avenue (Assessor's Parcel Numbers [APNs] 471-461-04, -05, -06, -07, -08, and -09). The project site is located within the CU-2-3 Zone of the Central Urbanized Planned District (CUPD), the Residential Parking Standards Transit Priority Area (TPA), and the Transit Area Overlay Zone within the City Heights community of the Mid-City Communities Planning area (refer to Figure 2-3, *Existing Zoning*). The project site is also located within a 2035 TPA mapped by SANDAG and adapted by the City, in accordance with Senate Bill (SB) 743 (City of San Diego 2019b).[1]

The CU-2-3 Zone is intended to accommodate a mix of heavy-commercial and limited-industrial uses with residential uses, including development with pedestrian orientation and medium-high-density residential use. The CU-2-3 Zone permits a maximum density of 1 dwelling unit (DU) for each 1,000 square feet (SF) of lot area. The site is not located within a 100-year floodplain; is not located within or adjacent to the City's Multi-Habitat Planning Area (MHPA); and does not contain any Environmentally Sensitive Lands as defined in San Diego Municipal Code (SDMC) Section 113.0103. The entire project site has been previously developed and the site is nearly level with elevations ranging from 362 to 366 feet above mean sea level (MSL).

The project site includes an existing commercial structure at 4061 Fairmount Avenue (approximately 7,936 SF in size), which is currently vacant but historically occupied since its construction in 1931. This structure is a designated historical resource, American Legion Hall, Historical Resources Board (HRB) No. 525, the front portion of which is a two-story office building with a one-story meeting hall in the rear. At-grade parking is provided to the south of the structure, and a small storage shed is located in the southeast corner of the property. Other improvements on the project site include urban gardens, underground utilities, concrete hardscaping, and perimeter security fencing. An alley forms the project site's eastern boundary. Refer to Figures 2-4a and 2-4b in Chapter 2, *Environmental Setting*, which illustrate the existing land uses on the site.

5.1.1.2 Surrounding Land Uses

The project site is surrounded by developed and urban land uses. The project site is bound by the Southern Sudanese Community Center building on dedicated city parkland to the north, a commercial development to the south, Fairmount Avenue on the west, and an unnamed alley to the

[1] SB 743, Steinberg. Environmental quality: transit-oriented infill projects. Approved September 27, 2013.

east. The area west of the project site, across Fairmount Avenue, is developed with commercial uses, as well as a five-story mixed-use (residential/commercial) development known as City Heights Square. The areas south of the project site and across University Avenue are developed with retail, institutional, and recreational uses including the City Heights/Weingart Library and Performing Arts Center, the San Diego Police Department's Mid-City Command Facility, San Diego Community College Mid-City Campus, and the Mid-City Recreation Center. Residential uses predominate the area north of Polk Avenue and east of the alley.

The project site is located outside the Airport Influence Area for San Diego International Airport and is outside the Airport Influence Area for Montgomery Field, as depicted in the respective airport land use compatibility plans for these airports. The project site is not located within or adjacent to a City of San Diego Multiple Species Conservation Program MHPA (City of San Diego 1997).

5.1.1.3 Applicable Plans and Policies

In addition to state regulations, plans, policies, and ordinances that pertain to land use and transportation planning for the project are contained in elements and policies of the City of San Diego General Plan, Mid-City Communities Plan, City of San Diego Land Development Code (LDC), City Heights Urban Greening Plan. The applicable policies of these plans, ordinances, and regulations are described below.

State Regulations

California Building Code [California Code Regulations, Title 24]

California law provides a minimum standard for building design through the California Building Code (CBC). The CBC is a compilation of three types of building standards from three different origins:

- Building standards that have been adopted by state agencies without change from building standards contained in national model codes;
- Building standards that have been adopted and adapted from national model codes to address California's ever-changing conditions; and
- Building standards, authorized by the California legislature, that constitute amendments not covered by national model codes, that have been created and adopted to address particular California concerns.

All occupancies in California are subject to national model codes adopted into Title 24, and occupancies are further subject to amendments adopted by state agencies and ordinances implemented by local jurisdictions' governing bodies.

California Government Code Section 65915

Assembly Bill (AB) 1763 (Density Bonus Law), approved by Governor Newsome on October 9, 2019 amended Government Code Section 65915. AB 1763 requires a density bonus to be provided to a developer who agrees to construct a housing development in which 100% of the total units, exclusive of managers' units, are for lower-income households. Government Code Section 65915 also requires that a housing development that meets these criteria receive up to four incentives or

concessions. Additionally, if the development is located within 0.5 miles of a major transit stop, a height increase of up to three additional stories, or 33 feet would be granted. Government Code Section 65915 generally requires that the housing developments receive a density bonus of 80% but exempts the housing development from any maximum controls on density if it is located within 0.5 miles of a major transit stop.

In 2019, AB 2753 was passed by the State legislature to expedite the process to gain a density bonus for residential housing development. Developers who agree to build part of the units as affordable for low-income tenants receive a density bonus for floor area ratio and height restrictions. The idea was to encourage affordable housing by offering incentives to developers. AB 2753 requires cities to provide developers with clear idea of the bonus provided under the density incentive. The law prohibits cities from imposing parking requirements on the developers, and it calculates impact fees based on square footage, not unit number. These additional changes to density bonus law were codified in amendments to Government Code Section 65915.

Local Regulations

City of San Diego General Plan

The City approved its General Plan on March 10, 2008. The General Plan is a comprehensive, long-term document that sets out a long-range vision and policy framework for how the City could grow and develop, provide public services, and maintain the qualities that define San Diego. Accordingly, the General Plan "provides policy guidance to balance the needs of a growing city while enhancing quality of life for current and future San Diegans" (City of San Diego 2008a). The General Plan is comprised of a Strategic Framework section and ten elements including: Land Use and Community Planning; Mobility; Urban Design; Public Facilities, Services, and Safety; Conservation; Historic Preservation; Noise; and Housing, which was most recently updated in 2013. The following discussion summarizes each element that is relevant to the project. In addition, applicable goals within each element pertaining to the project are evaluated in detail as presented in **Table 5.1-2**, *City of San Diego General Plan Land Use Goals, Objectives, and Policies Consistency Evaluation*, at the end of this section.

Land Use and Community Planning Element

The purpose of the Land Use and Community Planning Element (Land Use Element) is "to guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing quality of life in our communities" (City of San Diego 2008a). The Land Use Element addresses land use issues that apply to the City as a whole and identifies the community planning program as the mechanism to designate land uses, identify site-specific recommendations, and refine citywide policies, as needed. The Land Use Element establishes a structure that respects the diversity of each community and includes policies that govern the preparation of community plans. The Land Use Element addresses zoning and policy consistency, the plan amendment process, airport-land use planning, annexation policies, balanced communities, equitable development, and environmental justice. The project site is designated as "Multiple Use" on Figure LU-2, *General Plan Land Use and Street System*, in the General Plan (refer to Figure 2-5, *General Plan Land Use*, of this EIR).

Mobility Element

The purpose of the Mobility Element is "to improve mobility through development of a balanced, multi-modal transportation network" (City of San Diego 2008a). The element identifies the proposed transportation network and strategies needed to support the anticipated General Plan land uses.

The Mobility Element's policies promote a balanced, multimodal transportation network to make walking, bicycling, and transit use more safe, attractive, and efficient forms of transportation, while addressing the needs of drivers. The Mobility Element contains policies that address multimodal transportation, parking, the movement of goods and services, and other components of a transportation system while balancing the goals of protecting neighborhood characters and environmental resources. Together, these policies advance a strategy for relieving congestion and increasing transportation choices.

Urban Design Element

The purpose of the Urban Design Element is "to guide physical development toward a desired image that is consistent with the social, economic and aesthetic values of the City" (City of San Diego 2008a). The Urban Design Element policies capitalize on San Diego's natural beauty and unique neighborhoods by calling for development that respects the natural setting, enhances the distinctiveness of its neighborhoods, strengthens the natural and built linkages, and creates mixed-use, walkable villages throughout the city. Urban Design Element policies help support and implement land use and transportation decisions, encourage economic revitalization, and improve the quality of life in San Diego. Ultimately, the Urban Design Element influences the implementation of all of the General Plan's elements and community plans. It sets goals and policies for the pattern and scale of development as well as the character of the built environment.

Public Facilities, Services, and Safety Element

The purpose of the Public Facilities, Services, and Safety Element (Public Facilities Element) is "to provide the public facilities and services needed to serve the existing population and new growth" (City of San Diego 2008a). This element contains 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 transportation, as well as park and recreation facilities and services. The element also provides policies to guide the provision of a wide range of public facilities and services, including fire-rescue, police, wastewater, stormwater infrastructure, water infrastructure, waste management, libraries, schools, information infrastructure, public utilities, regional facilities, healthcare services and facilities, disaster preparedness, and seismic safety.

Conservation Element

The purpose of the Conservation Element is "to become an international model of sustainable development and conservation and to provide for the long-term conservation and sustainable management of the rich and natural resources that help define the City's identity, contribute to its economy, and improve its quality of life" (City of San Diego 2008a). 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 Conservation Element contains policies for sustainable development; preservation of open space and wildlife; management of resources; and other initiatives to protect the public health, safety, and welfare.

Noise Element

The purpose of the Noise Element is "to protect people living and working in the City from excessive noise" (City of San Diego 2008a). 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. Refer to Section 5.4, *Noise*, for a detailed discussion of the project's compliance with specific goals and objectives of the Noise Element.

Historic Preservation Element

The purpose of this element is to guide the preservation, protection, restoration, and rehabilitation of historical and cultural resources and maintain a sense of the city; to improve the quality of the built environment, to encourage appreciation for the city's history and culture, to maintain the character and identity of communities, and to contribute to the City's economic vitality through historic preservation. Refer to Section 5.3, *Historical Resources*, for a detailed discussion of the project's compliance with specific goals and objectives of the Historic Preservation Element.

Housing Element

The purpose of the Housing Element of the General Plan is "to create a comprehensive plan with specific measurable goals, policies and programs to address the City's critical housing needs and foster the development of sustainable communities in support of the State's Greenhouse Gas Emission reduction targets, consistent with the region's sustainable communities strategy" (City of San Diego 2013). The Housing Element serves as a policy guide to address the comprehensive housing needs of the city. It is intended to be an integrated, internally consistent and compatible statement of policies for housing in the city. In accordance with California SB 375, which seeks to reduce greenhouse gas (GHG) emissions, the Housing Element is a key part of an integrated transportation and housing planning process coordinated through a Sustainable Communities Strategy (SCS) and regional transportation plan. SB 375 recognizes the importance of planning for housing and land use in creating sustainable communities where residents of all income levels have access to jobs, services, and housing using transit, or by walking and bicycling (City of San Diego 2013). Additional discussion of the SCS is provided in Section 7.1.6, *Greenhouse Gas Emissions*.

Climate Action Plan

The City adopted its CAP in December 2015. The CAP serves as the City's plan for the reduction of greenhouse gas (GHG) emissions in accordance with CEQA Guidelines Section 15183.5. The General Plan calls for the City to reduce its carbon footprint through actions including adopting new or amended regulations, programs, and incentives. General Plan Policy CE-A.13 specifically identifies the need for an update of the City's 2005 Climate Protection Action Plan that identifies actions and programs to reduce the GHG emissions of the community-at-large, and City operations. The CAP serves as a "Qualified GHG Reduction Plan" for purposes of tiering under CEQA. The CAP quantifies baseline GHG emissions for 2010, provides emissions forecasts for 2020 and 2035, establishes

reduction targets for 2020 and 2035, identifies strategies and measures to reduce GHG levels, and provides guidance for monitoring progress on an annual basis. Implementation of the CAP relies on compliance with various policies within the General Plan.

The City adopted its CAP Consistency Checklist in July 2016. The CAP Consistency Checklist is an implementation tool for the CAP and contains measures that are required to be implemented on a project-by-project basis to ensure that the specified emissions targets identified in the CAP are achieved. Implementation of the measures would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets.

Mid-City Communities Plan

The project site is governed by the Mid-City Communities Plan, which was adopted by the San Diego City Council in August 1998 and was most recently amended in 2015. The Mid-City area is a cluster of four communities: Normal Heights, Kensington-Talmadge, City Heights, and Eastern Area. The Mid-City Communities Plan is intended to supplement the City General Plan policies by identifying specific community issues and specific policies that build on those already embodied in the General Plan. It identifies a "vision" for the future development of the four Mid-City communities and contains policies that implement that vision. It also contains implementation strategies that establish the time and financing required to implement the policies of that vision. As presented in Chapter 2, *Environmental Setting*, the project site is identified as "Commercial and Mixed-Use" in the Mid-City Communities Plan (refer to Figure 2-6, *Mid-City Communities Plan Land Use Map*, of the EIR), which allows for a residential density of 29 DU per acre and a residential density of 43 DU per acre when a mixed-use bonus is available.

Mid-City Communities Plan comprises seven elements including Neighborhoods, Natural and Cultural Resources, Urban Design, Land Use, Economic Development, Public Facilities and Services and Transportation. The Neighborhood Element provides a brief description of each neighborhood and a list of the dominant issues confronted by each. With the exception of the Economic Development and Public Facilities Elements, goals and recommendations of the remaining elements relevant to the project are presented below in this section.

Land Development Code Regulations

Central Urbanized Planned District

Zoning regulations for the project are governed by the CUPD contained in the SDMC. The purpose of the CUPD is to assist in implementing the goals and objectives of the Mid-City Communities Plan and the College Area Community Plan. For residential uses, these goals and objectives include the development of quality single and multiple dwelling units that are compatible in scale and character with existing neighborhoods.

The goals also seek to provide an opportunity for light manufacturing uses in appropriate commercial districts, to encourage commercial/residential mixed-use development, and to provide attractive design that is consistent with the existing commercial character.

The CU-2-3 Zone, which applies to the project site, is intended to accommodate a mix of heavy-commercial and limited-industrial uses with residential uses, including development with pedestrian

orientation and medium-high-density residential use. The CU-2-3 Zone permits a maximum density of 1 DU for each 1,000 SF of lot area (refer to Figure 2-3, *Existing Zoning*, in this EIR) or 38 DU per acre on the project site.

Affordable Housing Regulations

On January 1, 2017, four laws (AB 2501, AB 2556, AB 2442, and AB 2501) went into effect that amended the State's mandatory density program and required that the City update its regulations in 2018. In addition to the Affordable Housing Regulations contained in SDMC Section 143.0700, modifications were also implemented to further incentivize the use of this housing tool to increase the production of more-affordable units. Some of the more-noteworthy changes include the following:

- All density calculations (base and density bonus) must be rounded up to next whole number.
- Developers are eligible for an incentive even if they do not request a density bonus.
- Projects reserving 10% of the total units for very low–income, transition-age foster youth, disabled veterans, or persons experiencing homelessness are eligible for a 20% density bonus

Historical Resources Regulations

SDMC Chapters 11, 12, and 14 establish the Historical Resources Board (HRB) authority, appointment and terms, meeting conduct, and powers and duties; the designation process including the nomination process, noticing and report requirements, appeals, recordation, amendments or rescission, and nomination of historical resources to state and national registers; and development regulations for historical resources. The purpose of these regulations is to protect, preserve, and, where damaged, restore the historical resources of San Diego. The historical resources regulations require that designated historical resources, important archeological sites, and traditional cultural properties be preserved unless deviation findings can be made by the decision maker as part of a discretionary permit. Minor alterations consistent with *The Secretary of the Interior's Standards for the Treatment of Historic Properties* are exempt from the requirement to obtain a separate permit but must comply with the regulations and associated Historical Resources Guidelines (City of San Diego 2001). Limited development may encroach into important archaeological sites if adequate mitigation measures are provided as a condition of approval.

The Historical Resources Guidelines, located in the City's Land Development Manual, provide property owners, the development community, consultants, and the general public explicit guidance for the management of historical resources located within the City's jurisdiction. These guidelines are designed to implement the historical resources regulations and guide the development review process. The guidelines also address the need for a survey and how impacts are to be assessed, available mitigation strategies, and report requirements. They also include appropriate methodologies for treating historical resources located in the City.

Site Development Permit

The purpose of a site development permit (SDP) is to establish a review process for proposed development that, because of its site, location, size, or some other characteristic, may have significant impacts on resources or on the surrounding area, even if developed in conformance with all regulations. As stated in LDC Section 126.0501, the intent of these procedures is to apply site-

specific conditions as necessary to assure that the development does not adversely affect the applicable land use plan and to help ensure that all regulations are met. An SDP is required for the project because a designated historical resource would be demolished as part of the site redevelopment process, as discussed in detail in Section 5.3, *Historical Resources*.

City Heights Urban Greening Plan

The City Heights Urban Greening Plan (Urban Greening Plan) (adopted 2014) recommends enhancements to the public rights-of-way (ROWs) in the City Heights community through the provision of street trees and landscape treatments, as well as bicycle and pedestrian facility improvements to increase active transportation, reduce the urban heat island effect, and promote a healthy environment. The Urban Greening Plan establishes a system of "green streets" within City Heights based on surrounding land uses, traffic volume, and the function of the streets. Green streets address streets as public spaces that enhance multimodal connectivity for pedestrians, bicyclists, transit riders, and motorists. The City Heights Urban Greening Plan combines four design elements—Urban Forestry, Urban Runoff, Multi-Modal Connectivity, and Urban Open Space—to create streets with comfortable, shaded walkways, efficient use of water, improved water quality, and connections for walking, biking, transit, and driving.

The Urban Greening Plan includes 10 "pilot projects" to demonstrate how green street elements can be implemented throughout City Heights. Specific approaches shown for pilot projects are for demonstration purposes and may need to be updated during the actual design process. 43rd Street and Fairmount Avenue, between El Cajon Boulevard and University Avenue, are identified as Pilot Projects 8/9. These pilot projects would modify 43rd Street and Fairmount Avenue into sustainable, one-way streets that provide multimodal access, increase the tree canopy cover to provide a shaded pedestrian environment, and expand the pedestrian walkway to incorporate a bicycle facility on both streets. Grant funding would be sought to facilitate construction of the pilot projects; none has been received to date.

5.1.2 Impact: Plan and Policy Consistency

Issue 1: Would the project result in an inconsistency/conflict with the environmental goals, objectives, and recommendations of the General Plan/community plan in which it is located?

Issue 2: Would the project require a deviation or variance, and would the deviation or variance in turn result in a physical impact on the environment?

Issue 3: Would the project result in exposure of people to current or future transportation noise levels which exceed standards established in the Transportation Element of the General Plan?

5.1.2.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016), land use policy impacts may be significant if the project would be:

- Inconsistent or conflict with the environmental goals, objectives, or guidelines of a community or General Plan;
- Inconsistent or conflict with an adopted land use designation or intensity and result in indirect or secondary environmental impacts;
- Substantially incompatible with an adopted plan, or.
- Incompatible uses as defined in Table NE-3 in the Noise Element of the General Plan.

Specifically, a significant land use impact would occur if exterior useable spaces and interiors of occupied structures are exposed to noise levels that exceed the thresholds listed in the City Noise Element, as presented in Table K-2 of the City's CEQA Significance Determination Thresholds.

5.1.2.2 Impact Analysis

City of San Diego General Plan

The City of San Diego General Plan designates the project site for "Multiple Use." The project would not result in a land use conflict because it proposes a mix of residential and non-residential spaces and is consistent with the "Commercial and Mixed-Use" designation in the Mid-City Communities Plan, which acts as the community-specific policy document for the General Plan. The relevant goals and policies of the General Plan for the project and a discussion of project's policy consistency are presented in **Table 5.1-2**, *City of San Diego General Plan Land Use Goals, Objectives, and Policies Consistency Evaluation*, at the end of this section.

As noted in Table 5.1-2, the 4th Corner Apartments Project would comply with all relevant policies in the Land Use Element of the General Plan pertaining to the desire for mixed-use development that provides affordable housing for a range of incomes. Consistency with the Mobility Element relates to the preparation of a transportation analysis that addresses the net new trips and the provision of design elements that encourage residents to take advantage of alternative transportation options in the project area. Sustainability features and practices of the project combined with the architectural and landscape design elements would establish a theme for the property and comply with the Urban Design Element. The project would provide on-site water, sewer, and stormwater infrastructure that are sized based on the project's demands, and levels of service would be maintained after project construction is complete, consistent with the Public Facilities, Services, and Safety Element. The project would implement green building techniques in accordance with the California Building Code (CBC), GHG reduction strategies in the project's CAP Consistency Checklist, and a waste management plan (WMP), consistent with the City's goals concerning sustainability contained in the Conservation Element. In addition, the project includes flow-through biofiltration planters to collect and treat runoff before it is discharged to the off-site stormwater system, in accordance with the urban runoff goals of the Conservation Element. Because the project would demolish a designated Historical Landmark, the project would be inconsistent with the goals of the Historic Preservation Element. The project's inconsistency with the historical resources goals in the

Historic Preservation Element results in a secondary impact to the American Legion Hall building (namely its demolition), resulting in a significant land use policy impact.

Land Use-Noise Compatibility. With regard to consistency with the Noise Element of the General Plan, the future residents of the Project would be considered compatible with noise levels up to 65 A-weighted decibels (dBA) in the City's Significance Determination Guidelines (City of San Diego 2016). The project is proposed in an urbanized area of the City Heights community where the existing noise environment surrounding the project site is dominated by motor vehicles and traffic noise. Other noise sources in the area are primarily associated with pedestrian activity; however, these sources do not noticeably contribute to the ambient noise environment. Based on noise monitoring conducted on and near the project site, ambient noise levels range from 55 to 63.5 dBA in the project area (Birdseye Planning 2020b). General Plan Noise Element Table NE-3 indicates that sound levels up to 60 dBA CNEL are considered compatible with outdoor areas of frequent use (patios, balconies, pools, etc.) in the Multifamily Residential land use category; sound levels up to 70 dBA CNEL are considered conditionally compatible with the use (refer to Table 5.4-3, *City of San Diego Land Use – Noise Compatibility Guidelines*, of this report). Based on noise measurements and predictive modeling of the existing and future traffic conditions, future on-site residents would be exposed to conditionally compatible noise levels of 67.2 dBA Leq (Birdseye Planning 2020a).

The project proposes an outdoor recreation courtyard on the east side of the building. This area would face the adjacent alley and the single- and multifamily residences located along the east side of the alley. As referenced herein, construction of the 4-story building between the outdoor recreation area and the primary noise source in the area (i.e., Fairmount Avenue), would provide some shielding from surround roadways; however, Fairmount Avenue and University Avenue would be audible. The surrounding building would provide screening for the outdoor recreation courtyard; thus, exterior noise levels at this usable open space area would be approximately 59.6 dBA. Table NE-3 in the Noise Element of the General Plan (Table 5.4-3 in Section 5.4, *Noise*) shows that sound levels up to 60 dBA CNEL are considered compatible with outdoor areas of frequent use (patios, balconies, pools, etc.) in the Multifamily Residential land use category. Sound levels up to 70 dBA CNEL are considered conditionally compatible with the use. Based on noise predictive modelling of the existing and future traffic conditions, noise levels within the outdoor recreation courtyard proposed on the second level of the project would be compatible with noise levels allowed in Table NE-3 of the General Plan Noise Element.

The CCR Title 24 standards that address interior noise specify building methods and materials that result in energy-efficient structures and up to a 30 dBA reduction in exterior noise levels (assuming standard construction methods, closed window conditions, and mechanical ventilation). Standard building construction includes dual-glazed windows with a minimum sound transmission class rating of 26 or higher. When windows are open, the insertion loss drops to about 10 dBA. Assuming windows are closed, interior noise levels at the proposed residences along Fairmount Avenue would be approximately 37 dBA, which is below the 45 dBA interior standard for the contained in the Noise Element and CBC. Interior noise levels at the proposed residences along Fairmount Avenue would be considered compatible by the City and verified during the building permit stage of the project. Therefore, the project would result in less than significant land use compatibility impacts related to noise.

Mid-City Communities Plan

The project is located within the Mid-City Communities Plan, specifically the City Heights community. The relevant goals and policies of the Mid-City Communities Plan for the project and a discussion of project consistency are presented in **Table 5.1-3**, *Mid-City Communities Plan Goals and Recommendations Consistency Evaluation*, at the end of this section. As noted in the table, the project would be consistent with the geologic conditions and noise policies of the Natural and Cultural Resources Element, but inconsistent with the cultural resources policy pertaining to historical resources preservation. The project is consistent with the policies of the Urban Design Element. Comingling the community meeting space with the residential units, to provide for a mixed-use development on an infill site near major transportation corridors, would be consistent with Land Use Element of the Mid-City Communities Plan. Implementation of the parkway along Fairmont Avenue, the use of architectural treatments along the façade of the ground-level parking garage and providing access to alternative transportation opportunities would result in the project being consistent with the policies in the Transportation Element of the Mid-City Communities Plan.

Land Development Code/Zoning

The CU-2-3 Development Regulations allow for multiple residential development on the project site at a maximum residential density of 38 DU per acre (based on 1 DU for each 1,000 SF of lot area). However, because all of the proposed units would be affordable to low income residents with incomes that are no higher than 60% of the average median income (AMI), as adjusted for household size, the Supplemental Development Regulations for Affordable Housing, In-Fill Projects, and Sustainable Buildings would apply.

LDC Section 143.0910 allows such projects to request a density bonus of 50% and five development incentives (e.g., deviations from applicable development regulations), per LDC Table 143-07A, while state bonus density law (i.e., Government Code Section 65915) also allows an affordable housing development to receive up to four incentives or concessions and, if the development is located within 0.5 miles of a major transit stop, a height increase of up to three additional stories, or 33 feet. Government Code Section 65915 generally requires that the housing developments receive a density bonus of 80% but exempts the housing development from any maximum controls on density if it is located within 0.5 miles of a major transit stop. The project qualifies for development relief under this statute, therefore a deviation for maximum density and a deviation to increase the maximum structural height would not be required.

Four development incentives allowed under Government Code Section 65915 are incorporated into the project design, as summarized in **Table 5.1-1**, *Required and Proposed Development Incentives*. A discussion of these incentives is presented below in the table. With the use of the development incentives allowed under the Affordable Housing Regulations and Government Code Section 65915, the project would be consistent with the CUPD.

Table 5.1-1
REQUIRED AND PROPOSED DEVELOPMENT INCENTIVES

Development Regulations	Required	Proposed
Maximum Floor Area Ratio (SDMC §155.0242, Table 155-02D)	Per Table 155-02D, the maximum floor area ratio is 1.50 with a 50% bonus for mixed use.	Deviation to allow a maximum floor area ratio of 3.54
Private Unit Storage Requirements (SDMC §131.0454)	Requires that each dwelling unit in the Residential—Multiple Unit Zones have a fully enclosed, personal storage area outside the unit that is at least 240 cubic feet with a minimum 7-foot horizontal dimension along one plane.	Deviation to provide no private storage outside of the units
Minimum Building Side and Rear Setbacks (SDMC §155.0242, Table 155-02D)	Per Table 155-02D, the setback requirements are as follows: Location Requirement Front setback: Min 0 feet, Max 10 feet Side setback: Min 10 feet, Optional 10 feet[a] Street side setback: Min 0 feet, Max 10 feet Rear setback: Min 10 feet, Optional 0 feet	Deviation to allow setbacks as follows: Location Proposed Front setback: 0 to 11 feet Side setback: 0 to 11 feet Street side setback: N/A Rear setback: 0 to 12 feet
Building Transparency (SDMC §155.0242, Table 155-02D[b])	A minimum of 50% of street wall area between 3 and 10 feet above the sidewalk shall be transparent, with clear glass visible into a commercial or residential use.	Deviation to allow 25% of street wall area along Fairmont Avenue, between 3 and 10 feet above the sidewalk, to be transparent.

Notes:
[a] SDMC §155.0242, Table 155-02D references SDMC §131.0552 for Building Transparency Requirements.
[b] SDMC §155.0242, Table 155-02D references SDMC §131.053(a)(2) for Setback Requirements.

Land Development Code/Historical Resources Regulations

The project proposes the demolition of the American Legion Hall, which is designated as San Diego Historical Landmark No. 525. Based on the discussion in Section 5.3, *Historical Resources*, the subject property is not eligible for listing on the California Register of Historical Resources or the National Register of Historic Places. However, because the subject property is listed on the San Diego Register of Historic Places, any changes or development would require an SDP. The proposed demolition of the American Legion Hall would be inconsistent with *The Secretary of the Interior's Standards for the Treatment of Historic Properties* because the historical character of the historical resource would not be retained or preserved in accordance with Historical Resources Regulations of the LDC. As such, the project would be required to mitigate its impacts to the historical resource, to the extent feasible, and obtain an SDP for deviations from the Historical Resources Regulations.

City Heights Urban Greening Plan

The project would dedicate 2.3 feet of additional ROW to reconstruct a wider (10-foot) parkway with a non-contiguous sidewalk with landscaping/street trees and lighting along the frontage with Fairmount Avenue. The parkway would enhance pedestrian experience in the project area and would encourage new residents to walk, use bicycles and access local transit as alternatives to vehicular travel. The project includes design features to minimize potential urban heat island effects through the use of light-colored roofs and paving materials of concrete or masonry pavers and

provision of tree-lined, shaded streets (i.e., solar canopies on structures). Therefore, the project would be consistent with the Urban Greening Plan that recommends enhancements to the public ROWs in the City Heights community through the provision of street trees and landscape treatments, as well as bicycle and pedestrian facility improvements to increase active transportation, reduce the urban heat island effect, and promote a healthy environment.

5.1.2.3 Significance of Impact

The project would be generally consistent with all applicable goals, policies, and objectives of the General Plan and the Mid-City Communities Plan, with the exception of goals contained in the Historic Preservation Element of the General Plan and historic preservation policy of the Mid-City Communities Plan, as described in Tables 5.1-1 and 5.1-2. The project's inconsistency with these goals and policies would result in a secondary impact to the American Legion Hall building (namely its demolition), resulting in a significant land use policy conflict. The project would, however, be consistent with the LDC/Zoning regulations related to Affordable Housing Regulations and Government Code Section 65915, as well as the LDC/Historical Resources Regulations pertaining to procedures related to the treatment of historical resources. The project would also implement many of the policy objectives of the Urban Greening Plan.

5.1.2.4 Mitigation, Monitoring, and Reporting

Implementation of Mitigation Measures HR-1 through HR-4 described in Section 5.3, *Historical Resources*, would mitigate, to the extent feasible, the secondary physical impacts of demolishing a listed historic resource. However, because demolition is not consistent with *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, the project would be inconsistent with City goals and policies embodied in the General Plan and Community Plan intended to protect and preserve historical resources, resulting in a significant land use impact that is unmitigated.

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
CITY OF SAN DIEGO GENERAL PLAN		
Land Use and Community Planning Element		
General Plan Land Use Categories Goals Land use categories and designations that remain consistent with the General Plan Land Use categories as community plans are updated and/or amended. *Policy LU-B.3.* Plan for and develop mixed-use projects where a site or sites are developed in an integrated, compatible, and comprehensively planned manner involving two or more land uses.	The project consists of an in-fill development of new residential uses, in an existing urban area. The non-residential (community meeting space) component of the project would be integrated with the residential development. Both uses would share the same entrance and parking garage.	Yes
Balanced Community and Equitable Development Goals Community and neighborhood-specific strategies and implementation measures to achieve equitable development. *Policy LU-H.1.* Promote development of balanced communities that take into account community-wide involvement, participation, and needs. a. Plan village development with the involvement of a broad range of neighborhood, business, and recognized community planning groups and consideration of the needs of individual neighborhoods, available resources, and willing partners. *Policy LU-H.2.* Provide affordable housing throughout the City so that no single area experiences a disproportionate concentration. *Policy LU-H.3.* Provide a variety of housing types and sizes within varying levels of affordability in residential and village developments.	The project was presented to the City Heights Planning Group and the design was modified in response to community input, as described in Chapter 4, *History of Project Changes*. The project would provide 75 multifamily DU, 74 of which would be classified as affordable for low-income households with an income category of 60% of the AMI or less.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
Mobility Element		
Walkability *Policy ME-A.7.* Improve walkability through the pedestrian-oriented design of public and private projects in areas where higher levels of pedestrian activity are present or desired. *Policy ME-A.8.* Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking.	Dedication and construction of parkway improvements and street lighting along Fairmount Avenue would enhance walkability in the project vicinity consistent with Policy ME-A.7. By constructing a mix of uses within a walkable 0.5 mile distance of 10 Metropolitan Transit System bus stops, including three high-frequency service routes, and commercial/mixed-use developments nearby would encourage residents and community members to walk, consistent with Policy ME-A.8.	Yes
Project Review Considerations *Policy ME-C.8.* Implement Traffic Impact Study Guidelines that address site and community specific issues. *Policy ME-C.9.* Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation improvements from a multimodal perspective in order to determine optimal improvements that balance the needs of all users of the right of way.	Due to SB 743, level of service (LOS) is no longer used as a metric for reviewing project transportation impacts. However, the project was evaluated by LOS Engineering (August 2020) using the City's Draft Transportation Study Manual (June 10, 2020) to address site and community specific issues. Based on the Draft TSM guidelines, the project is screened out from preparing a Local Mobility Analysis because the project is consistent with the Community Plan and Zoning and is expected to generate less than 1,000 average daily trips. The project does not require a detailed transportation Vehicle Miles Traveled (VMT) analysis because the primarily residential project is located in a VMT Efficient Area that has an average 2016 resident VMT/Capita of 53.4% of the regional average VMT/Capita based on the SANDAG screening map; therefore, the project would be presumed to have a less than significant transportation impact. The project would provide improvements to the parkway along the Fairmount Avenue frontage to improve the pedestrian environment, and short-term and long-term bicycle parking for bicycle riders that would enhance the quality of multi-modal transportation users.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
<u>*Transportation Demand Management*</u> *Policy ME-E.6.* Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as car sharing vehicles and parking spaces, bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate. *Policy ME-E.10.* Require new development to have site designs and on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, and provision of amenities that are supportive and conducive to implementing TDM strategies such as bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.	Consistent with Policies ME-E.6 and ME-E.10, the project contains design features and on-site amenities that support the use of alternative modes of transportation located in the project area, including an improved parkway for pedestrians and the provision of short-term bicycle parking next to the lobby entrance and bicycle parking in the parking garage. TDM strategies noted in this policy are not applicable because the non-residential component of the project would have no employees.	Yes
<u>*Bicycling Goals*</u> A city where bicycling is a viable travel choice, particularly for trips of less than 5 miles; a safe and comprehensive local and regional bikeway network; and environmental quality, public health, recreation and mobility benefits through increased bicycling. *Policy ME-F.4.* Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses	To encourage the use of bicycles as a means of transportation, consistent with Policy ME-F.4, short-term and long-term bicycle parking would be provided on site and in the parking garage to allow users to secure their bicycles while visiting and living on site.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
<u>*Parking Management Goals*</u> Parking that is reasonably available when and where it is needed through management of the supply; solutions to community-specific parking issues through implementation of a broad range of parking management tools and strategies; new development with adequate parking through the application of innovative citywide parking regulations; and increased land use efficiencies in the provision of parking. *Policy ME-G.1.* Provide and manage parking so that it is reasonably available when and where it is needed. Reduced automobile trips would lessen traffic and air quality impacts, including greenhouse gas emissions (see also Conservation Element, Section A). Potential strategies include but are not limited to those described on Table ME-3.	Consistent with Policy ME-G.1, parking would be provided in a garage beneath the multifamily residential building and would include assigned and guest parking. As shown in Table 3-3, *Parking Summary*, the project provide would provide parking for each residence and the community meeting space.	Yes
Urban Design Element		
<u>*Sustainable Development*</u> *Policy UD-A.4.* Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element.	Consistent with Policy UD-A.4, sustainability features and practices of the project would include: provision of short-term bicycle parking adjacent to the lobby entrance; sustainable building design, including use of local building materials, low-flow fixtures (toilets and showers), and porous surfaces; recycling receptacles placed throughout the site; low-water-use, native landscaping materials installed to minimize irrigation demands; and state-of-the-art, low-precipitation sprinkler equipment to conserve potable water.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
Architecture *Policy UD-A.5.* Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context. a. Relate architecture to San Diego's unique climate and topography. b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials in proximity to commercial areas and residential neighborhoods that have a well-established, distinctive character. c. Provide architectural features that establish and define a building's appeal and enhance the neighborhood character. d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence. e. Provide architectural interest to discourage the appearance of blank walls for development. This would include not only building walls, but fencing bordering the pedestrian network, where some form of architectural variation should be provided to add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height or texture to provide visual interest. f. Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the pedestrian level. g. Maximize natural ventilation, sunlight, and views. h. Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances.	As indicated in Policy UD-A.5, the project would exhibit a contemporary appearance, with large glass openings, deep overhanging roof eaves, and open trellises. Articulated façades would be provided to increase visual interest and create a cohesive design. The project would highlight natural materials and colors, usable outdoor spaces, and climate-appropriate, drought-tolerant landscaping. The project's landscape design would establish a theme for the property that would complement the project architecture by providing a variety of trees, shrubs, vines, and ground cover to accent building architecture, where needed.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
<u>*Landscape*</u> *Policy UD-A.8.* Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits. a. Maximize the planting of new trees, street trees and other plants for their shading, air quality, and livability benefits (see also Conservation Element, Policies CE-A.11, CE-A.12, and Section J). b. Use water conservation through the use of drought- tolerant landscape, porous materials, and reclaimed water where available. c. Use landscape to support storm water management goals for filtration, percolation and erosion control. d. Use landscape to provide unique identities within neighborhoods, villages and other developed areas. e. Landscape materials and design should complement and build upon the existing character of the neighborhood. f. Design landscape bordering the pedestrian network with new elements, such as a new plant form or material, at a scale and intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience. g. Establish or maintain tree-lined residential and commercial streets. Neighborhoods and commercial corridors in the City that contain tree-lined streets present a streetscape that creates a distinctive character. • Identify and plant trees that complement and expand on the surrounding street tree fabric. • Unify communities by using street trees to link residential areas.	Consistent with Policy UD-A.8, project landscaping would establish a theme for the property that would complement the project architecture by providing a variety of trees, shrubs, vines, and ground cover to accent building architecture. Both drought-tolerant and traditional landscape materials would be used throughout the site and along Fairmont Avenue. The variety of trees proposed for landscaping would provide shade and aesthetic appeal throughout the site. The project would be developed according to the Landscape Regulations and Landscape Standards of the LDC, which incorporate requirements for water conservation.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
• Locate street trees in a manner that does not obstruct ground illumination from streetlights. h. Shade paved areas, especially parking lots.		
<u>*Street Design*</u> *Policy UD-A.10.* Design or retrofit streets to improve walkability, bicycling, and transit integration; to strengthen connectivity; and to enhance community identity. Streets are an important aspect of Urban Design as referenced in the Mobility Element (see also Mobility Element, Sections A, B, C, and F).	The project would dedicate 2.3 feet along the project frontage along Fairmont Avenue to facilitate the construction of a 10-foot parkway with landscaping, which would enhance the pedestrian environment consistent with Policy UD-A.10.	Yes
<u>*Structured Parking*</u> *Policy UD-A.11.* Encourage the use of underground or above- ground parking structures, rather than surface parking lots, to reduce land area devoted to parking (see also Mobility Element, Section G). a. Design safe, functional, and aesthetically pleasing parking structures. b. Design structures to be of a height and mass that are compatible with the surrounding area. c. Use building materials, detailing, and landscape that complement the surrounding neighborhood. d. Provide well-defined, dedicated pedestrian entrances. e. Use appropriate screening mechanisms to screen views of parked vehicles from pedestrian areas, and headlights from adjacent buildings.	An at-grade parking garage would be built instead of a large surface parking lot to maximize residential development at the project site. Vehicular entrance to the parking structure would be from the unnamed alley, and existing driveways along the site frontage would be closed and replaced with full height curb and gutter. As such, the parking garage design would be consistent with the elements of Policy UD-A.11.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
Lighting *Policy UD-A.13.* Provide lighting from a variety of sources at appropriate intensities and qualities for safety. a. Provide pedestrian-scaled lighting for pedestrian circulation and visibility. b. Use effective lighting for vehicular traffic while not overwhelming the quality of pedestrian lighting. c. Use lighting to convey a sense of safety while minimizing glare and contrast. d. Use vandal-resistant light fixtures that complement the neighborhood and character. e. Focus lighting to eliminate spill-over so that lighting is directed, and only the intended use is illuminated.	Lighting would be provided in various settings for safety and aesthetic purposes. Lighting would be provided along the unnamed alley for vehicular circulation, as well as along pedestrian walkways. Additionally, lighting would be provided as a Crime Prevention Through Environmental Design measure to reduce cover for potential criminal activity. Lighting for all of these purposes would be intentionally directed such that the intended area is illuminated, but spillover lighting into sensitive areas (e.g., residences) is reduced. These lighting practices would be consistent with Policy UD-A.13.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
<u>Utilities</u> *Policy UD-A.16.* Minimize the visual and functional impact of utility systems and equipment on streets, sidewalks, and the public realm. a. Convert overhead utility wires and poles, and overhead structures such as those associated with supplying electric, communication, community antenna television, or similar service to underground. b. Design and locate public and private utility infrastructure, such as phone, cable and communications boxes, transformers, meters, fuel ports, back-flow preventers, ventilation grilles, grease interceptors, irrigation valves, and any similar elements, to be integrated into adjacent development and as inconspicuous as possible. To minimize obstructions, elements in the sidewalk and public right of way should be located in below grade vaults or building recesses that do not encroach on the right of way (to the maximum extent permitted by codes). If located in a landscaped setback, they should be as far from the sidewalk as possible, clustered and integrated into the landscape design, and screened from public view with plant and/or fencelike elements. c. Traffic operational features such as streetlights, traffic signals, control boxes, street signs and similar facilities should be located and consolidated on poles, to minimize clutter, improve safety, and maximize public pedestrian access, especially at intersections and sidewalk ramps. Other street utilities such as storm drains and vaults should be carefully located to afford proper placement of the vertical elements.	All utilities to serve the project would be installed during construction and undergrounded, as described in Section 7.1.14, *Utilities and Service Systems*. Therefore, the project would result in minimal visual intrusion related to utility systems, consistent with Policy UD-A.16. Visual clutter related to utility systems and traffic control would be avoided through proper siting, screening, and integration into structures, to the extent practical. The project would minimize the visibility of utility systems consistent with Policy UD-A.16.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
Streetscape *Policy UD-C.7.* Enhance the public streetscape for greater walkability and neighborhood aesthetics (see also Policy UD-A.10 and Section F.) b. Establish build-to lines, or maximum permitted setbacks on designated streets. c. Design or redesign buildings to include architecturally interesting elements, pedestrian- friendly entrances, outdoor dining areas, transparent windows, or other means that emphasize human-scaled design features at the ground floor level.	Consistent with Policy UD-C.7, both internal walkways and the sidewalk along Fairmont Avenue would be designed to provide opportunities for pedestrian activity. A combination of street trees and shrubs would be provided along the street to create a landscaped parkway and provide shade and visual interest adjacent to the sidewalks. Acorn lights would be provided along Fairmount Avenue for security along the street.	Yes
Public Facilities, Services, and Safety Element		
Evaluation of Growth, Facilities, and Services Goals Adequate public facilities that are available at the time of need and public facilities exactions that mitigate the facilities impacts that are attributable to new development. *Policy PF-C.1.* Require development proposals to fully address impacts to public facilities and services. a. Identify the demand for public facilities and services resulting from discretionary projects. b. Identify specific improvements and financing which would be provided by the project, including but not limited to sewer, water, storm drain, solid waste, fire, police, libraries, parks, open space, and transportation projects. c. Subject projects, as a condition of approval, to exactions that are reasonably related and in rough proportionality to the impacts resulting from the proposed development. d. Provide public facilities and services to assure that current levels of service are maintained or improved by new development within a reasonable time period.	The project would construct the necessary utilities to service the project, including water, sewer, and stormwater systems on site to connect with existing off-site utilities within public roads. The sizing of the lines would be based on demand from the project. Levels of service would be maintained after the project construction is complete and fully occupied, as described in Section 7.1.14, *Utilities and Service Systems*.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
Wastewater Goals Environmentally sound collection, treatment, reuse, disposal, and monitoring of wastewater and increased use of reclaimed water to supplement the region's limited water supply. *Policy PF-F.6.* Coordinate land use planning and wastewater infrastructure planning to provide for future development and maintain adequate service levels.	The project would tie into the regional wastewater system and would comply with all applicable City standards concerning wastewater collection. As discussed in Section 7.1.14, *Utilities and Service Systems*, the existing collection system has capacity to accommodate wastewater from the project.	Yes
Stormwater Infrastructure Goals Protection of beneficial water resources through pollution prevention and interception efforts; and a storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable. *Policy PF-G.1.* Ensure that all storm water conveyance systems, structures, and maintenance practices are consistent with federal Clean Water Act and California Regional Water Quality Control Board NPDES [National Pollutant Discharge Elimination System] Permit standards. *Policy PF-G.2.* Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching receiving waters and potable water supplies. *Policy PF-G.3.* Meet and preferably exceed regulatory mandates to protect water quality in a cost-effective manner monitored through performance measures. *Policy PF-G.5.* Identify and implement BMPs for projects that repair, replace, extend or otherwise affect the storm water conveyance system. These projects should also include design considerations for maintenance, inspection, and, as applicable, water quality monitoring.	All stormwater conveyance systems, structures, and maintenance practices would be consistent with the Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards and City's stormwater regulations to protect water quality, as discussion in Section 7.1.16, *Water Quality*. The project would, therefore, be consistent with Policies PF-G.1, PF-G.2, PF-G.3 and PF-G.5.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
Waste Management Goals Maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use. *Policy PF-I.2.* Maximize waste reduction and diversion (see also Conservation Element, Policy CE.A.9). d. Maximize the separation of recyclable and compostable materials. f. Reduce and recycle Construction and Demolition (C&D) debris. Strive for recycling of 100 percent of inert C&D materials and a minimum of 50 percent by weight of all other material. g. Use recycled, composted, and post-consumer materials in manufacturing, construction, public facilities and in other identified uses whenever appropriate. l. Encourage the private sector to build a mixed construction and demolition waste materials recycling facility.	A WMP was prepared for the project that concluded the project would not have direct or cumulative impacts on solid waste management facilities. Implementation of the WMP would minimize waste deposited in landfills. The plan would be consistent with Policies PF-I.2 and PF-I.5. Section 7.1.14, *Utilities and Service Systems*, contains additional discussion on solid waste management within the city.	Yes
Public Utilities Goals Public utilities services provided in the most cost-effective and environmentally sensitive way; and public utilities that sufficiently meet existing and future demand with facilities and maintenance practices that are sensible, efficient and well-integrated into the natural and urban landscape. *Policy PF-M.3.* Integrate the design and siting of safe and efficient public utilities and associated facilities into the early stages of long range planning and development process, especially in redevelopment/urban areas where land constraints exist.	The project would construct the necessary utilities to service the project, including water, sewer, and stormwater systems on site to connect with existing off-site utilities within public roads. The sizing of the lines would be based on demand from the project. Levels of service would be maintained after project construction is complete and fully occupied, as described in Section 7.1.14, *Utilities and Service Systems*.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
Seismic Safety Goals Protection of public health and safety through abated structural hazards and mitigated risks posed by seismic conditions; and development that avoids inappropriate land uses in identified seismic risk areas. *Policy PF-Q.1.* Protect public health and safety through the application of effective seismic, geologic and structural considerations. a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action. c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected. g. Adhere to state laws pertaining to seismic and geologic hazards.	A geotechnical investigation was prepared for the project. There are no geotechnical hazards on site that would affect public health and safety, such as faults. As discussed in Section 7.1.5, *Geologic Conditions*, seismic risks would be less than significant considering the project would implement recommendations in the investigation and comply with CBC and other applicable City building standards. The project would not conflict with Policy PF-Q.1.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
Conservation Element		
Climate Change and Sustainable Development Goals To reduce the City's overall carbon dioxide footprint by promoting energy efficiency, alternative modes of transportation, sustainable planning and design, and waste management; to be prepared for, and able to adapt to adverse climate change impacts; and to become a city that is an international model of sustainable development and conservation. *Policy CE-A.5.* Employ sustainable or "green" building techniques for the construction and operation of buildings. a. Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings. This can be accomplished through factors including, but not limited to: • Designing mechanical and electrical systems that achieve greater energy efficiency with currently available technology; • Minimizing energy use through innovative site design and building orientation that addresses factors such as sun-shade patterns, prevailing winds, landscape, and sun-screens; • Employing self-generation of energy using renewable technologies; • Combining energy efficient measures that have longer payback periods with measures that have shorter payback periods; • Reducing levels of non-essential lighting, heating, and cooling; and • Using energy efficient appliances and lighting.	The project would implement green building techniques in accordance with the CBC and the project's CAP Consistency Checklist and comply with the City's goals concerning sustainability contained in Policies CE-A.5, CE-A.7, and CE-A.9.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
Policy 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. *Policy 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: • Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases; • Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system; • Removing code obstacles to using recycled materials in buildings and for construction; and • Implementing effective economic incentives to recycle, Policy construction and demolition debris (see also Public Facilities Element PF-I.2).	In compliance with the City's waste management regulations and implementation of the waste reduction and diversion measures identified in the WMP, the project would be consistent with Policies CE-A.8 and CE-A.9, as discussed in Section 7.1.14, *Utilities and Service Systems*.	Yes
Policy CE-A.10. Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas: a. Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material. b. Provide a recyclables collection area that serves the entire building or project. The space should allow for the separation, collection and storage of paper, glass, plastic, metals, yard waste and other materials as needed.	In compliance with the City's Refuse and Recyclable Material Storage Ordinance in the SDMC, the project would provide dedicated areas for the collection of refuse and recyclable materials and would ensure a collection service be provided for project operation. Therefore, the project would comply with Policy CE-A.10. With regard to Policy CE-A.11, all landscape and irrigation would conform to the standards set forth in the City of San Diego LDC and Landscape Standards Manual and other applicable City and regional standards. Landscaping would include water conservation measures through irrigation management (e.g., use of pressure/moisture sensors and shut-off valves).	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
Policy CE-A.11. Implement sustainable landscape design and maintenance. a. Use integrated pest management techniques, where feasible, to delay, reduce, or eliminate dependence on the use of pesticides, herbicides, and synthetic fertilizers. c. Encourage composting efforts through education, incentives, and other activities. Decrease the amount of impervious surfaces in developments, especially where public places, plazas and amenities are proposed to serve as recreation opportunities (see also Recreation Element, Policy RE-A.6 and A.7). d. Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals. e. Reduce use of lawn types that require high levels of irrigation. f. Strive to incorporate existing mature trees and native vegetation into site designs. g. Minimize the use of landscape equipment powered by fossil fuels. h. Implement water conservation measures in site/building design and landscaping. i. Encourage the use of high-efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible (see Policy CE-A.12).	Additionally, drought-tolerant plant materials would be incorporated into the landscape plan, and drip irrigation would be integrated throughout the site to minimize the project's water usage.	

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
Policy CE-A.12. Reduce the San Diego Urban Heat Island, through actions such as: • Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up; • Planting trees and other vegetation, to provide shade and cool air temperatures. In particular, properly position trees to shade buildings, air conditioning units, and parking lots; and • Reducing heat build-up in parking lots through increased shading or use of cool paving materials as feasible (see also Urban Design Element, Policy UD-A.12).	The project includes design features to minimize potential "urban heat island effects," including use of light-colored roofs and paving materials of concrete or masonry pavers and provision of tree-lined, shaded streets (i.e., solar canopies on structures). Covered walkways and building overhangs would provide shade in these pedestrian use areas. Implementation of these project design features would be in conformance with Policy CE-A.12.	Yes
<u>*Urban Runoff Management Goals*</u> Protection and restoration of water bodies, including reservoirs, coastal waters, creeks, bays, and wetlands; and preservation of natural attributes of both the floodplain and floodway without endangering life and property. *Policy CE-E.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. a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design. b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible.	To compensate for a minor increase in runoff and comply with the current MS-4 permit and City's Stormwater Manual, the project includes flow-through biofiltration planters to collect and treat runoff before it is discharge to the off-site stormwater system. As discussed in Section 7.1.8, *Hydrology*, and Section 7.1.16, *Water Quality*, the project would comply with drainage and water quality requirements, including those of the City and Regional Water Quality Control Board. Compliance with the water quality standards is ensured through permit conditions provided by LDR Engineering. Implementation of the recommendations in the project's Preliminary Drainage Report and Preliminary Stormwater Quality Management Plan would be in conformance with Policies CE-E.2, CE-E.3, and CE-E.6.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
d. Increase the use of vegetation in drainage design. e. Maintain landscape design standards that minimize the use of pesticides and herbicides. f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforce regulations that minimize their impacts. g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. h. Enforce maintenance requirements in development permit conditions. *Policy CE-E.3.* Require contractors to comply with accepted storm water pollution prevention planning practices for all projects. a. Minimize the amount of graded land surface exposed to erosion and enforce erosion control ordinances. b. Continue routine inspection practices to check for proper erosion control methods and housekeeping practices during construction. *Policy CE-E.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. a. Promote the provision of used oil recycling and/or hazardous waste recycling facilities and drop-off locations. b. Review plans for new development and redevelopment for connections to the storm drain system. c. Follow up on complaints of illegal discharges and accidental spills to storm drains, waterways, and canyons.		

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
<u>*Sustainable Energy Goal*</u> An increase in local energy independence through conservation, efficient community design, reduced consumption, and efficient production and development of energy supplies that are diverse, efficient, environmentally-sound, sustainable, and reliable. *Policy CE-I.4.* Maintain and promote water conservation and waste diversion programs to conserve energy.	The project would adhere to CBC and CAP requirements for water-conserving plumbing. All landscape and irrigation would conform to the Landscape Regulations and Landscape Standards of the LDC and other applicable City and regional standards. Drought-tolerant plant materials would be incorporated into the landscape plan. Irrigation systems for all landscaped areas would use controllers that respond to local climactic conditions and monitor potential breakages to prevent wasted water. Therefore, the project would be consistent with Policy CE-1.4.	Yes
<u>*Urban Forestry Goal*</u> Protection and expansion of a sustainable urban forest. *Policy CE-J.4.* Continue to require the planting of trees through the development permit process. a. Consider tree planting as mitigation for air pollution emissions, storm water runoff, and other environmental impacts as appropriate.	The project includes landscaping that would expand "urban forest" goals through the provision of various tree types that would be maintained through maturity, consistent with Policy CE-J.4.	Yes
Noise Element		
<u>*Noise and Land Use Compatibility Goal*</u> Consider existing and future noise levels when making land use planning decisions to minimize people's exposure to excessive noise. *Policy 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. *Policy NE-A.4.* Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use – Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.	A noise study was conducted on the project, the results of which are presented in Section 5.4, *Noise*, of this report and in this section under Issue 3. No land use-noise compatibility issues were identified. The project would be consistent with Policies NE-A.2 and NE-A.4.	Yes

Table 5.1-2
CITY OF SAN DIEGO GENERAL PLAN LAND USE GOALS, OBJECTIVES, AND POLICIES CONSISTENCY EVALUATION

Applicable Elements, Goals, and Policies	Consistency Evaluation	Consistent (Yes/No)
Typical Noise Attenuation Methods Goal Attenuate the effect of noise on future residential and other noise-sensitive land uses by applying feasible noise mitigation measures. *Policy NE-I.1.* Require noise attenuation measures to reduce the noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level, as appropriate, in accordance with California's noise insulation standards (CCR Title 24) and Airport Land Use Compatibly Plans. *Policy NE-I.2.* Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.	Potential interior noise impacts are not anticipated given the attenuation levels attributable to standard building construction techniques as discussed under Issue 3 of this section. Acceptable interior noise levels would occur inside the residential units and the project is consistent with Policies NE-1.1 and NE-1.2.	Yes
Historic Preservation Element		
Policy HP-A.5.e. Encourage continued use and adaptive reuse of designated historical resources through application of the U.S. Secretary of the Interior's Standards and Guidelines for rehabilitation, reconstruction and restoration.	The project proposes to demolish the American Legion Hall Post 201, which is designated as San Diego Historical Landmark No. 525 on June 27, 2002. Continued use is not consistent with the objectives of the project, while adaptive reuse was determined to be infeasible, as discussed in Section 5.3, *Historical Resources*, and Chapter 8, *Project Alternatives*. Mitigation is proposed to offset the project's inconsistency with the U.S. Secretary of the Interior's Standards. Despite the implementation of Mitigation Measures HR-1 through HR-4, the project would be inconsistent with Policy HP-A.5e.	No

Table 5.1-3
MID-CITY COMMUNITIES PLAN GOALS AND RECOMMENDATIONS CONSISTENCY EVALUATION

Applicable Elements, Goals, and Recommendations	Consistency Evaluation	Consistent (Yes/No)
MID-CITY COMMUNITIES PLAN		
Natural and Cultural Resources Element		
<u>*Geotechnical Conditions*</u> *Faults and Liquefaction.* Minimize development in areas prone to liquefaction. Ensure adequate building measures when development of liquefaction areas is unavoidable. *Soil Structure Landslides, Shrink and Swell Characteristics.* Avoid building construction in areas with inadequate soil conditions.	The project site is not located on any known active, potentially active, or inactive fault traces. No potential for liquefaction or landslides exists. The undocumented fill on site would be removed as recommended by the project's Geotechnical Investigation such that no potential for shrink or swell would exist. Refer to Section 7.1.5, *Geologic Conditions*, for additional discussion.	Yes
<u>*Environmental Quality*</u> *Noise.* Maintain adequate sound levels in residential neighborhoods.	The project would not cause noise levels to exceed City standards (65 dBA CNEL) as discussed under Issue 3 of this section. Refer to Section 5.4, *Noise*, for additional discussion.	Yes
<u>*Cultural Resources*</u> *Historic Sites and Districts.* Preserve and upgrade all land and structures having significant historical interest.	The project proposes to demolish the American Legion Hall Post 201, which is designated as San Diego Historical Landmark No. 525 on June 27, 2002. Preservation and upgrade of the resource is infeasible, as discussed in Section 5.3, *Historical Resources*, and Chapter 8, *Project Alternatives*. Mitigation is proposed to offset the project's inconsistency with the U.S. Secretary of the Interior's Standards. Despite the implementation of Mitigation Measures HR-1 through HR-4, the project would be inconsistent with this policy. Refer to Section 5.3, *Historical Resources*, for additional discussion.	No
Urban Design Element		
<u>*The Great Streets of Mid-City*</u> Encourage the planting and maintenance of street trees and landscaped medians. Repair and improve sidewalks including pop-outs at selected intersections.	The project includes the installation of 10 new street trees in the parkway along the project frontage on Fairmont Avenue. The project includes the provision of lighting for vehicles along the unnamed alley and would install two new acorn lights on Fairmont Avenue.	Yes

Table 5.1-3
MID-CITY COMMUNITIES PLAN GOALS AND RECOMMENDATIONS CONSISTENCY EVALUATION

Applicable Elements, Goals, and Recommendations	Consistency Evaluation	Consistent (Yes/No)
Provide adequate lighting for vehicles and pedestrians. Pedestrian-oriented acorn lights should be provided in very active pedestrian areas. Mid-block lighting programs should be expanded. *43rd Street and Fairmount.* Encourage mixed-use development, with retail or light manufacturing on the ground floor, services, office development, and housing on upper floors. Encourage wider sidewalks, outdoor eating and sales areas, and banners advertising the area's international and ethnic assets. Plant additional street trees to mitigate heat gain resulting from paved surfaces.	With the inclusion of the community meeting space along with the residential units, the project constitutes a mixed-use development. The non-residential component is integrated horizontally, rather than vertically, which enables the project to provide more housing units in satisfaction of the City's housing goals. The project would dedicate 2.3 feet of property along the project frontage on Fairmont Avenue for the construction of a 10-foot-wide parkway, including a non-contiguous sidewalk, 10 new street trees, and acorn lights.	Yes
Land Use Element		
<u>*Residential*</u> *Housing Balance.* Encourage new housing construction in a variety of types and sizes in order to meet the needs of future residents in all socio-economic brackets. In view of the abundance of low- and moderate-income housing, encourage new construction of market rate housing and home ownership in Mid-City's lower income areas in order to upgrade the overall value of the housing stock in those areas. Encourage quality family and senior citizen housing projects designed to accommodate the needs of these populations, including the conversion of existing high-density apartment projects to fewer units with more bedrooms to house the concentration of large households in City Heights. Encourage onsite management of multifamily developments. *Type and Location of Development.*	The project includes 75 DU, which would be set aside for low–income households (i.e., 60% of AMI or less). All would be considered affordable units, except the manager unit, and would facilitate housing balance within the City Heights community of the Mid-City Communities Planning area. An on-site property manager would be housed in one of the residential units. As an infill property located nearby to transportation routes through the City Heights community, the project would have a greater density than anticipated in the Community Plan, consistent with the City's Affordable Housing regulations. With the inclusion of the community meeting space along with the residential units, the project constitutes a mixed-use development. The non-residential component is integrated horizontally, rather than vertically, which enables the project to provide more housing units in satisfaction of the City's housing goals.	Yes

Table 5.1-3
MID-CITY COMMUNITIES PLAN GOALS AND RECOMMENDATIONS CONSISTENCY EVALUATION

Applicable Elements, Goals, and Recommendations	Consistency Evaluation	Consistent (Yes/No)
Permit moderate-density residential uses as infill development and between nodes along transportation corridors. Encourage mixed-use development (retail or other commercial uses on the ground floor and residential on upper floors) along the commercial strips in transportation corridors.		
Transportation Element		
Traffic Circulation To provide an adequate traffic circulation system that is balanced with the character and multi-modal tendencies of the community. Change to a two-lane, one-way street northbound between El Cajon Boulevard and the intersection of 43rd Street and Fairmount Avenue. Maintain University Avenue as a three-lane major street between I-805 and Euclid Avenue.	The project is presumed to have a less than significant impact on transportation, as discussed in Section 5.3, *Transportation and Circulation*. The project would not affect the City's ability to implement the road improvements contained in these policies.	Yes
Parking To provide parking that is adequate for its intended use, but that does not produce negative impacts on community character by providing an oversupply of parking.	The parking garage would be designed to have a positive aesthetic at its interface with the proposed parkway along Fairmount Avenue through the use of accent materials on the exterior façade (such as brick, concrete, and siding), color to reduce the massing and bulk of the building and streetscape landscaping to soften the façade.	
Pedestrian Circulation To provide adequate sidewalks and paths.	To enhance the pedestrian experience along the Fairmount Avenue frontage, approximately 2.3 feet (equal to 696 SF) of property would be dedicated to the City as additional right-of-way to facilitate installation of a 10-foot-wide urban parkway with a non-contiguous sidewalk. Street trees are proposed to define and activate the pedestrian parkway along Fairmount Avenue and to provide shade and scale to the street scene. New lighting would also be installed.	

5.2 Transportation and Circulation

This section of the EIR is based on the *Trip Generation, Project Information Form, and Vehicle Miles Traveled for the Fourth Corner Apartments Redevelopment Project (PTS# 661800)* letter report prepared by LOS Engineering, Inc., dated August 7, 2020. A copy of the letter report is included as Appendix B to this EIR. The letter report includes a discussion of vehicular access and circulation, pedestrian access and circulation, on-site bicycle amenities, transit in the project area, and on-site parking.

5.2.1 Existing Conditions

5.2.1.1 Circulation System

The roadways in the project vicinity include Fairmount Avenue, Polk Avenue, and University Avenue. Figure 2-2, *Project Location and Vicinity*, depicts the existing roadways in the project area. Access to the project site is proposed from a north–south alley located between Fairmount Avenue and 44th Street. The following provides a brief description of the roadways in the immediate project vicinity:

- **Fairmount Avenue** from University Avenue to Polk Avenue is constructed as an undivided roadway with three travel lanes (two northbound and one southbound lane) with some on-street parallel parking allowed on both sides of the roadway. The ultimate classification of Fairmount Avenue within the Mid-City Communities Plan area is a 2-Lane Major (one-way), and would form a couplet with 43rd Street (two adjacent and parallel streets each with one-way travel). Currently, there are no bike lanes on Fairmount Avenue within the study area and there is a posted speed limit of 30 miles per hour (mph).
- **Polk Avenue** from Fairmount Avenue to 44th Street is classified as a local street per the Mid-City Communities Plan. It is constructed as a single one-way eastbound lane with parallel parking allowed on both sides of the street from Fairmount Avenue to 44th Street. A posted speed limit sign was not observed along this street.
- **University Avenue** from Fairmount Avenue to 44th Street is constructed as an undivided roadway with three travel lanes (two westbound and one eastbound). On-street parking is not allowed along this segment. The ultimate classification of University Avenue within the Mid-City Communities Plan is a 3-Lane Major. There is a posted speed limit of 30 mph.

5.2.1.2 Alternative Transportation System

Transit Services

Public transit services in the project area are provided by the Metropolitan Transit System (MTS) and include Bus Routes 7, 10, 13, and Rapid Route 965 with local bus stops on the project frontage on Fairmount Avenue and approximately 450 feet walking distance from the project entrance on University Avenue. Additionally, Rapid Routes 60 and 235 operate on Interstate (I-) 15 with stops at the City Heights Transit Plaza at University Avenue & I-15 (approximately 0.5 miles west of the project site). MTS Routes 7, 10, and 13 have a weekday commuter peak hour service frequency of approximately 10 to 15 minutes between buses, Monday through Friday, with reduced service frequencies on weekends and holidays (refer to Tables 2 and 3 in Appendix B).

Bicycle Network

The project site is surrounded by developed areas that include a network of streets with sidewalks for pedestrian activity. No bicycle facilities are currently provided along Fairmount Avenue or Polk Avenue within the study area. The Mid-City Communities Plan indicates a Class II/III bike lane/bike route on Fairmount Avenue along the project frontage; however, a bicycle facility on Fairmount Avenue is not included in the City of San Diego Bicycle Master Plan Update (City of San Diego 2013). The Urban Greening Plan for City Heights identifies pilot projects for 43rd Street and Fairmount Avenue, between El Cajon Boulevard and University Avenue (City of San Diego 2014). These pilot projects would modify 43rd Street and Fairmount Avenue into one-way streets that provide multimodal facilities, increase the tree canopy cover to provide a shaded pedestrian environment, and incorporate a bicycle facility on both streets. As described in Section 5.1, *Land Use*, grant funding will be sought to facilitate construction of the pilot projects; no grant funding has been secured to date.

Pedestrian Circulation

Sidewalks are provided along roadways in the project vicinity, including along both sides of University Avenue, Fairmount Avenue, and Polk Avenue, and there are existing continental crosswalks at the Fairmount Avenue/University Avenue and Fairmount Avenue/Polk Avenue intersections.

The University Avenue Complete Streets Phase 1 project is a partially-funded capital improvement project whose design phase should be completed in 2021. The project will provide multimodal improvements on University Avenue between Fairmount Avenue and Euclid Avenue including the installation of three roundabouts, raised medians, and enhanced pedestrian crossings. The project will also include new pavement, wider sidewalks, and street trees (City of San Diego 2020g).

5.2.2 Regulatory Framework

5.2.2.1 Senate Bill 743

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law and started a process to change the way that transportation impacts are analyzed under CEQA. The Office of Planning and Research (OPR) published its latest *Technical Advisory on Evaluating Transportation Impacts in CEQA* to the California Natural Resources Agency in December 2018. These changes included elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant CEQA transportation impacts. The OPR guidance covers specific changes to the CEQA Guidelines and recommends elimination of auto delay for CEQA purposes and the use of vehicle miles traveled (VMT) as the preferred CEQA transportation metric. This legislation requires the selection of a VMT analysis methodology, establishment of VMT thresholds for CEQA transportation impacts, and identification of feasible mitigation strategies. SB 743 includes the following two legislative intent statements:

1. Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through the CEQA.
2. More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

In compliance with SB 743 and the guidelines set forth in the City of San Diego Draft Transportation Study Manual (TSM) (dated June 10, 2020), the project's transportation impacts are evaluated using a VMT metric.

5.2.2.2 City of San Diego General Plan

The purpose of the Mobility Element of the General Plan is "to improve mobility through development of a balanced, multi-modal transportation network" (City of San Diego 2015c). The element identifies the proposed transportation network and strategies needed to support the anticipated General Plan land uses. The Mobility Element contains policies that address walking, streets, transit, regional collaboration, bicycling, parking, the movement of goods, and other components of a transportation system. Together, these policies advance a strategy for relieving congestion and increasing transportation choices. Refer to Table 5.1-2, *City of San Diego Land Use Goals, Objectives, and Policies Consistency Evaluation*, in Section 5.1, *Land Use*, for a list of the General Plan policies from the Mobility Element that are applicable to the project.

5.2.2.3 Mid-City Communities Plan

The project site is governed by the Mid-City Communities Plan, which was adopted by the San Diego City Council in August 1998 and was most recently amended in 2015. Both the Urban Design and Transportation Elements of the Community Plan contain policies related to parking and sidewalks which are discussed in Table 5.1-3, *Mid City Communities Plan Goals and Recommendations Consistency Evaluation*, in Section 5.1, *Land Use*.

5.2.3 Impact 1: Circulation

Issue 1: Would the project conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle, and pedestrian facilities?

5.2.3.1 Impact Thresholds

Based on the City's TSM guidance, transportation impacts may be significant if a project conflicts with plans or policies addressing the transportation system.

5.2.3.2 Impact Analysis

The City of San Diego Draft TSM's Project Information Form (PIF) (Attachment C to EIR Appendix B) summarizes information to evaluate whether a project would be required to prepare a Local Mobility Analysis (LMA) or whether it meets the following screening criteria:

- Land uses consistent with Community Plan/Zoning designation: Generate less than 1,000 daily unadjusted driveway vehicle trips
- Land uses inconsistent with Community Plan/Zoning designation: Generate less than 500 daily unadjusted driveway vehicle trips
- Projects in the Downtown Community Planning Area that generate less than 2,400 daily unadjusted trips.

If the project is screened out of preparing an LMA, it is still required to evaluate various mobility components including site access and multimodal improvements for consistency with the existing and proposed transportation system.

Project Trip Generation

The trip generation for the project was calculated using trip rates from the City of San Diego *Trip Generation Manual* (May 2003), and the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition* (September 2017) was used to calculate the trip generation for the project uses. ITE rates were used for the community room as the City does not have a specific rate for community room (LOS Engineering 2020). Existing uses at the project site include a 5,193-square-foot (SF) building (consisting of office space and community meeting space) and 0.27 acres of community gardens that, when combined, currently generate 188 average daily trips (ADT) with 14 AM peak hour trips (10 inbound, 4 outbound) and 15 PM peak hour trips (5 inbound, 10 outbound).

The project of 75 multifamily dwelling units (DU) and 1,818 SF of community meeting space is calculated to generate 502 ADT with 39 AM peak hour trips (9 inbound, 30 outbound) and 44 PM peak hour trips (30 inbound, 14 outbound). After applying a trip credit for the existing uses that would be displaced by the project, the net change in trip generation is calculated at 313 ADT with 26 AM peak hour trips (–1 inbound, 27 outbound) and 26 PM peak hour trips (23 inbound, 3 outbound) as summarized in **Table 5.2-1**, *Project Trip Generation*.

Table 5.2-1
PROJECT TRIP GENERATION

Land Use	Rate	Size and Units	ADT	Peak Hour Factor (%)	Split		AM		Peak Hour Factor (%)	Split		In	Out
							In	Out					
Proposed Project													
Residential – Multifamily (>20 du/acre)	6/DU	75 DUs	**450**	8	0.2	0.8	**7**	**29**	9	0.7	0.3	**28**	**12**
Recreation Community Center	28.82/KSF	1,818 SF	**52**	1.76	0.66	0.34	**2**	**1**	2.31	0.47	0.53	**2**	**2**
		Subtotal	*502*				*9*	*30*				*30*	*14*
Credit for Existing Uses													
Single Tenant Office	10/KSF	–2,865 SF	**-29**	15	0.9	0.1	**–4**	**0**	15	0.1	0.9	**0**	**-4**
Recreation Community Center	28.82/KSF	–5,071 SF	**–146**	1.76	0.66	0.34	**–6**	**–3**	2.31	0.47	0.53	**-6**	**-6**
Community Garden	50/acre	–0.27 acres	**–14**	4	0.5	0.5	**0**	**0**	8	0.5	0.5	**–1**	**–1**
		Subtotal	*–189*				*–10*	*–3*				*–7*	*–11*
		Net Change	***313***				***–1***	***27***				***23***	***3***

Source: LOS Engineering, Inc. 2020.
Notes:
KSF = 1,000 square feet; DU = dwelling unit: ADT = average daily traffic

Based on the Draft TSM guidelines, the project is screened out from preparing an LMA because the project is consistent with the community plan zoning and is expected to generate less than 1,000 ADT (as shown above in Table 5.2-1). A description of the proposed site access and multimodal improvements are provided below.

Driveway Access and Circulation

Vehicular access is proposed from a full-access driveway to the alley on the east side of the project site, as previously shown in Figure 3-1. The alley intersects Polk Avenue to the north and University Avenue to the south, which are both unsignalized intersections. The alley and surrounding streets are laid out in a grid pattern. As part of the project, the six existing curb cuts along the Fairmount Avenue frontage would be closed, and the curb would be designated as red curb for fire access, and remainder to be on-street parking to the satisfaction of the City Engineer.

Transit Service

The project building entrance would be approximately 450 feet from the intersection of Fairmount Avenue/University Avenue, which has bus stops for MTS Routes 7, 10, 13, and 965 (refer to the walking routes to these bus stops on the site plan contained in Figure 3-1). The project building entrance is also just over 0.5 miles from the City Heights Transit Plaza at I-15/University Avenue (Figure 2-2). The transit routes accessible from the Fairmount Avenue/University Avenue bus stops provide service to this transit plaza, which provides access to Rapid Routes 60 and 235. MTS Routes 7, 10, 13, and 235 all have headways of 15 minutes or less during the weekday peak hours (refer to Table 2 in EIR Appendix B for details).

Bicycle Network

The Mid-City Communities Plan shows a proposed Class II/III bike lane/bike route on Fairmount Avenue along the project frontage. There are currently no Class II bike lanes or Class III bike route signs, and the project does not propose to construct bicycle facilities. However, the project would include secured bicycle parking for residents, community members, and short-term bicycle parking for visitors to the development.

Pedestrian Circulation

Pedestrian project access would be from existing sidewalks along the project frontage on Fairmount Avenue. The project proposes to dedicate a width of 2.3 feet along the project frontage on Fairmount Avenue and reconstruct the existing sidewalk to include landscaping, lighting, and a non-contiguous sidewalk. The parkway improvements along Fairmount Avenue would enhance the pedestrian experience along the frontage of the project, consistent with the General Plan, Mid-City Communities Plan, and City Heights Urban Greening Plan as described in Section 5.1, *Land Use*.

5.2.3.3 Significance of Impact

The project would not impact any adopted program, plan, ordinance, policies, or alternative transportation modes and would support pedestrian and bicycle transportation, as well as public transit. Thus, the project would be consistent with the City's multimodal transportation policies contained in the General Plan, and no associated significant impacts would be expected to occur.

5.2.3.4 Mitigation, Monitoring, and Reporting

No mitigation measures are required.

5.2.4 Impact 2: Traffic Hazards

Issue 2: Would the project result in an increase in traffic hazards for motor vehicles, bicyclists, or pedestrians due to a proposed, non-standard design feature (e.g., poor sight distance or driveway onto an access-restricted roadway)?

5.2.4.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016), if a project would increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed non-standard design features, the impact would be significant.

5.2.4.2 Impact Analysis

Vehicular access to the project site would be provided from the north–south alley that forms the eastern border of the project site. The project would close six existing driveways along the project frontage on Fairmount Avenue and replace them with full height curb and gutter. The closure of these driveway would reduce the number of potential conflict points between vehicles and pedestrians. The project would also dedicate 2.3 feet along the project frontage to create a 10-foot-wide parkway with street trees and a non-contiguous sidewalk for pedestrians.

The project design does not propose major changes to existing circulation within the community or region. Therefore, the project would have no hazardous design features, such as sharp curves or dangerous intersections, that would create a traffic hazard.

5.2.4.3 Significance of Impact

The project would include improvements to facilitate the movement of motor vehicles, bicyclists, and pedestrians within the site and with connections to the surrounding area. These circulation improvements would be designed to City standards and would not be expected to result in hazardous conditions related to vehicular, pedestrian, or bicycle movement. The proposed circulation improvements would not increase traffic hazards to motor vehicles, bicycles, or pedestrians. As a result, impacts related to the increase of traffic hazards as a result of the project would be less than significant.

5.2.4.4 Mitigation, Monitoring, and Reporting

No mitigation measures are required.

5.2.5 Impact 3: Vehicle Miles Traveled

Issue 3: Would the project result in vehicle miles traveled (VMT) exceeding thresholds identified in the City of San Diego Transportation Study Manual?

5.2.5.1 Impact Thresholds

In compliance with SB 743 and OPR guidance, the City of San Diego has developed the Draft TSM (June 10, 2020) to evaluate impacts under CEQA using a VMT metric. The VMT metric is required by the state after July 1, 2020. Based on the Draft TSM, a VMT analysis is required to satisfy the CEQA Guidelines that use VMT as the measure of effectiveness. The TSM contains screening criteria to determine if a detailed transportation VMT analysis is required.

The requirements to prepare a detailed transportation VMT analysis apply to all land development projects, except for those that meet at least one of the following criteria. A project that meets at least one of the following screening criteria would be presumed to have a less than significant VMT impact due to project characteristics and/or location:

1. **Residential or Commercial Project Located in a VMT-Efficient Area:** The project is a residential or commercial employment project located in a VMT-efficient area (15% or more below the base year average household VMT/capita or VMT/employee) based on the applicable location-based screening map produced by SANDAG.
2. **Industrial Project Located in a VMT-Efficient Area:** The project is an industrial employment project located in a VMT-efficient area (in an area with average or below average base year VMT/employee) based on the applicable location-based screening map produced by SANDAG.
3. **Small Project:** The project is a small project defined as generating less than 300 daily unadjusted driveway trips using the City of San Diego trip generation rates and procedures.
4. **Locally Serving Retail/Recreational Project:** The project is a locally serving retail/recreational project defined as having 100,000 SF of gross floor area or less and demonstrates through a market area study that the market capture area for the project is approximately 3 miles (or less) and serves a population of roughly 25,000 people or less.
5. **Locally Serving Public Facility:** The project is a locally serving public facility defined as a public facility that serves the surrounding community or a public facility that is a passive use. The following are considered locally serving public facilities: transit centers, public schools, libraries, post offices, park-and-ride lots, police and fire facilities, and government offices. Passive public uses include communication and utility buildings, water sanitation, and waste management.
6. **Affordable Housing:** The project has access to transit and wholly, or has a portion that, meets one of the following criteria: is affordable to persons with a household income equal to or less than 50% of the area median income [as defined by California Health and Safety Code Section 50093]; housing for senior citizens [as defined in San Diego Municipal Code (SDMC) Section 143.0720(e)]; and housing for transitional foster youth, disabled veterans, or homeless persons [as defined in SDMC Section 143.0720(f)]. The units shall remain deed restricted for a period of at least 55 years. The project shall provide no more than the

minimum amount of parking per unit, per SDMC Section 143.0744. Only the portion of the project that meets the above criteria is screened out.

7. **Mixed-Use Project:** The project's individual land uses should be compared to the screening criteria above. It is possible for some of the mixed-use project's land uses to be screened out and some to require further analysis. For purposes of applying the small project screening criteria, the applicant would only include the trip generation for portions of the project that are not screened out based on other screening criteria. For example, if a project includes residential and retail, and the retail component was screened out because it is locally serving, only the trip generation of the residential portion would be used to determine if the project meets the definition of a small project.
8. **Redevelopment Project Screening Considerations:** The project is a redevelopment project that demonstrates that the proposed project's total project VMT is less than the existing land use's total VMT. Exception: If a project replaces affordable housing (either deed restricted or other types of affordable housing) with a smaller number of moderate-income or high-income residential units, the project is not screened out and must analyze VMT impacts.

Projects that do not meet the above screening criteria must include a detailed evaluation of the VMT produced by the project, in accordance with the methodologies and criteria contained in the City's TSM.

5.2.5.2 Impact Analysis

Based on the City's Draft TSM (June 10, 2020), the 4th Corner Apartments Project meets the first screening criteria listed above. Specifically, the project would be a:

- **Residential or Commercial Project Located in a VMT-Efficient Area:** The project is a residential or commercial employment project located in a VMT-efficient area (15% or more below the base year average household VMT/capita or employee VMT/employee) based on the applicable location-based screening map produced by SANDAG.

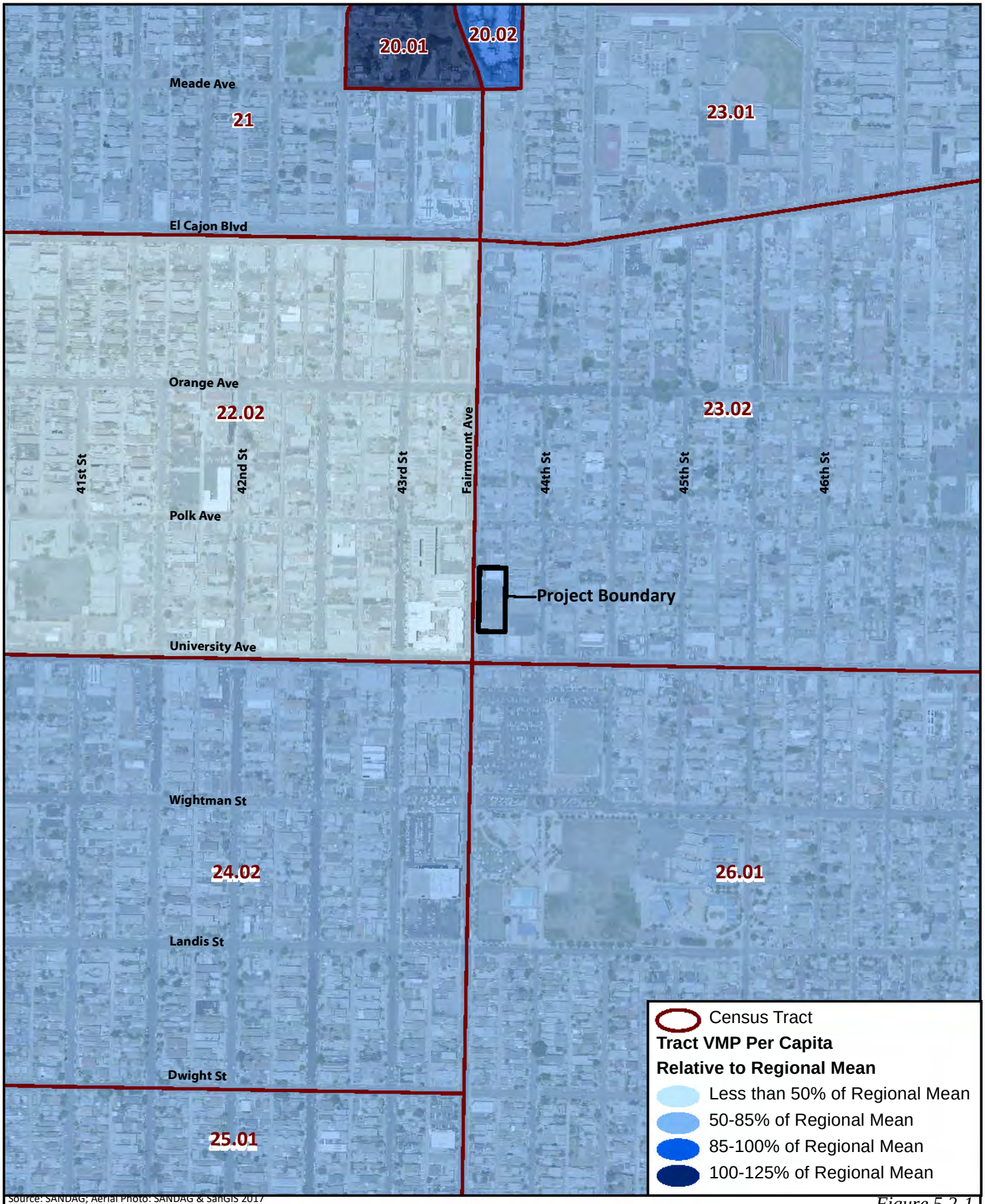
Because the residential project is located in a VMT-efficient area that has an average 2016 resident VMT/capita of 53.4% of the regional average VMT/capita based on the SANDAG screening map contained in **Figure 5.2-1**, *Project Location within VMT-Efficient Area*, the project does not require a detailed transportation VMT analysis. Therefore, the project would be presumed to have a less than significant transportation impact.

5.2.5.3 Significance of Impact

Because the project is a residential or commercial project located in a VMT-efficient area, it would be presumed to have a less than significant transportation impact.

5.2.5.4 Mitigation, Monitoring, and Reporting

No mitigation measures are required.



Source: SANDAG; Aerial Photo: SANDAG & SanGIS 2017

Figure 5.2-1

Project Location within VMT Efficient Area

N

0 600 Feet

4TH CORNER APARTMENTS PROJECT

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5.3 Historical Resources

This section of the EIR is based on the historical resources technical report (HRTR) on the property located at 4061 Fairmount Avenue prepared by The Office of Marie Burke Lia in 2017 and updated in 2020 by Nexus Planning & Research. The results of the updated investigation are summarized below, with related documentation included in Appendix G to this EIR.

5.3.1 Existing Conditions

5.3.1.1 Archaeology

The project site is not located on the City of San Diego's Historical Resources Sensitivity map, which takes into consideration the potential for archaeological resources. Additionally, a record search of the California Historic Resources Information System (CHRIS) digital database was reviewed by qualified archaeological City staff to determine the presence or absence of potential resources within the project site. Based upon review of the CHRIS search showing no archaeological sites mapped within or adjacent to the project site, site photos, and project scope, the qualified archaeological City staff determined that the project would not result in an impact to archaeological resources. For this reason, archaeology is not discussed further in this section.

5.3.1.2 Built Environment

A built environment resource is any aboveground building, structure, object, or district. Historical resources are, or may be, significant architecturally or culturally in local, state, or national history. In general, any object, building, structure, site, area, place, record or manuscript which a Lead Agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the Lead Agency's determination is supported by substantial evidence in light of the whole record (CEQA Guidelines Section 15064.5). For the purposes of CEQA review, a significant historic resource is one that meets the criteria for listing on the California Register of Historic Resources (CRHR), is listed in a local historic register or is deemed significant in a historical resource survey, as provided under PRC Section 5024.1(g) (City of San Diego 2016).

As such, an Historic Resources Technical Report (HRTR) for the on-site meeting hall building located at 4061 Fairmount Avenue was prepared to determine the potential historical and/or architectural significance of the one- and two-story building, which possesses some design characteristics of the Spanish Colonial Revival style of architecture. The historical name for the building is the DeWitt C. Mitchell Memorial American Legion Hall Post 201 (American Legion Hall). The structure was designated as San Diego Historical Landmark No. 525 on June 27, 2002. The property was used for the American Legion purposes from 1931 through the 1980s and was subsequently rented by community organizations. It is currently vacant and has retained limited design characteristics of Spanish Colonial Revival, the style of architecture as observed by the historical resources consultant and described below under *Field Survey*.

Historical Setting

The City Heights community where the project site is located was first developed as part of the real estate speculation process of the late 1880s. The first City Heights tract was recorded in 1893 as the "Steiner, Klauber, Choate, & Castle's Addition." This tract's location was chosen with reference to the existing and anticipated streetcar lines connecting this area to downtown San Diego and the possibilities of successful commercial ventures along University Avenue. The subject property is near this first City Heights tract; therefore, their histories are common. San Diego's first streetcar line, Park Belt Motor line, had been established in 1886 and the City had continued to expand its streetcar operations and was intended to further connections to the eastern city areas.

The development of the City Heights tract proved slow during the 1890s as reliable transportation networks were difficult to secure, and it was not until the turn of the century that this area began to develop and University Avenue started to serve as a major commercial artery for the eastern portion of San Diego. Conditions continued to improve once John D. Spreckels took over the streetcar lines and re-established the trolley service across San Diego with his San Diego Electric Railway. The railway system was extended along University Avenue from downtown to Fairmount Avenue in East San Diego, providing a long stretch of property available for commercial development.

For a brief period of time between November 1912 and December 1923, this area was incorporated as the City of East San Diego. However, the new city was unable to support the establishment of city services, such as water and sewer systems, and the area was annexed by the City of San Diego on December 31, 1923.

In 1922, motor buses began serving the city in competition with the streetcar lines, and together with the automobile, they were becoming an increasingly important means of transportation. During the 1930s, 1940s, and 1950s, the area was an important commercial center. But by the late 1950s, the new regional shopping centers affected the small businesses along University Avenue and El Cajon Boulevard. In addition to the rise of commercial competition in the form of large shopping centers, transportation issues resulted in a commercial decline in the area. The advent of the automobile spelled the demise of the streetcar lines as more and more people preferred the ease and flexibility of travel by car. In the 1920s and 1930s, one by one, the streetcar lines were dismantled. The years during World War II saw a rapid increase in population resulting from the increased presence of the military and war production manufacturing centers. The streetcar lines were useful in moving large numbers of people to their jobs, but in the post-war era, the need for the streetcars diminished. The streetcar line through City Heights was removed from service in April 1949. The loss of streetcar service had little effect on the City Heights area as the population continued to expand steadily, new homes were built, and large numbers of new businesses opened.

In the 1950s, The City Council approved the Mid-City plan. The plan proposed to diversify City Heights/East San Diego and surrounding areas, as a means of increasing business and commerce. The plan resulted in many single-family homes being replaced with multifamily apartments.

The 1960s saw a steady increase of commercial activity. In 1975, the area underwent a major shift as Interstate 15 (I-15) was constructed with on and off ramps on University Avenue. During the 1980s and 1990s, older properties were renovated or removed and single-family homes were replaced with multi-family structures. The upgrading and expansion of I-15 led to changes in the area as buildings were removed to accommodate widening and expansion of the area's street system. The

early 21st century saw continued efforts to redevelop the City Heights/East San Diego area and to build new public facilities. New services were provided for residents including schools, a library, and a community center. Crime rates fell, and the revitalization efforts continued to increase the commercial development of the area.

5.3.1.3 Methods and Results

Archival Research

Determinations of historical and architectural significance require a number of issues to be considered. Factors of significance include: the property's history, both construction and use; the history of the surrounding community; the potential for important persons or events to be associated with the property over its life span; the number of resources associated with the property; the potential for the resources to be the work of a master craftsman, architect, landscape gardener or artist; what historical, architectural, or landscape influences have shaped the design of the property and its pattern of use; what alterations have taken place over the years and how have any changes affected the historical integrity of the property; and the integrity of the property. These questions and related issues must be answered before a final determination of significance can be achieved.

The archival research for the HRTR included but was not necessarily limited to obtaining the Commercial-Industrial Building Record and the Lot Block Book pages from the San Diego County Assessor's/Recorder's Office; Chain of Title information prepared by California Lot Book Inc.; historical and aerial photograph research; a review of the City's water and sewer department connection records; building permit applications at the City of San Diego DSD; San Diego City Directories; Sanborn Fire Insurance Maps; vertical files, and the San Diego Union index and newspaper articles at the San Diego Public Library, California Room; the San Diego Historical Society archives and photographic collection; local, state, and federal inventories, surveys, and database material; the HRB files on this property, personal research archival material in the office of Marie Burke Lia; and standard and authoritative sources related to local history, architecture, and building development information.

Local, state, and federal inventories were reviewed for information related to the building. The criteria for evaluating historical significance were obtained from the City's Guidelines for the Application of Historical Resources Board Designation criteria, the National Register of Historical Resources criteria, and CEQA, which uses the CRHR criteria as well as if its listed in a local historic register or deemed significant in a historical resource survey, as provided under PRC Section 5024.1(g). A detailed inventory of the archival resources consulted during the HRTR is provided in Appendix G.

Property History

The American Legion Hall property, built in 1931, served as a place for veterans to practice rituals of camaraderie and remembrance. The building is significant for its connection to Charles H. Harris, who helped organize the post in 1922, and for its connection to the progressive party. The site is one of the few remaining civic structures constructed by Master Builder Lester Olmstead.

According to the local Designation Nomination by Ronald V. May, the American Legion Hall "exemplifies the national theme of post-World War I American Legion community service from 1931 through 1945, which dovetailed with local Progressive Party civic and political activities to improve

the quality of life in San Diego." The development of the first American Legion post building in the city is associated with important local, state, and national historical figures during the 1931-to-1945 period who used the hall as a meeting place for numerous important civic planning activities. According to Resolution Number R-02062704, adopted by the City HRB, the building merited local designation under Criterion A (Community Development), Criterion B (Historical Personage), and Criterion D (Master Builder) of the CRHR. The hall was not locally designated under Criterion C (Design and Construction). The various criteria are described below under *Regulatory Framework*.

Field Survey

In addition to the archival research described above, a field survey was conducted by the consultant team in March 2016, and a Historic American Buildings Survey (HABS) documentation was completed (Eisenhart 2017). As part of the field survey, an intensive survey of the subject property and surrounding neighborhood was undertaken. The Area of Potential Effect includes the portion of the subject property containing the building addressed as 4061 Fairmount Avenue.

According to the local Designation Nomination by Ronald V. May, the American Legion Hall is a 1931 balloon wood frame, lath-and-plaster, Spanish Revival meeting hall and community service building that has a 1928 steel-reinforced slab concrete foundation, a steel flagpole, a non-conforming kitchen addition, and a 1967 asphalt parking lot. The American Legion installed a Fire Marshal–required safety staircase on the front façade of the structure in 1985 and in-filled first floor window (as shown in Figure 2-4a of this EIR). Most of the double-hung wood sash windows have been replaced with newer windows. The kitchen addition at the back consists of an older clapboard commercial building that was incorporated to serve as the kitchen and restrooms. The fire-red tile roof, faux sculpted chimney, and arched doorway elements are defining architectural elements of the early 20th century Spanish Revival residential, civic, and community structures in California.

5.3.2 Regulatory Framework

5.3.2.1 The National Historic Preservation Act of 1966

The National Historic Preservation Act of 1966 (NHPA) established the National Register of Historic Places (NRHP) as the official federal list of cultural resources that have been nominated by state offices for their historical significance at the local, state, or national level. Listing in the NRHP provides recognition that a property is significant to the nation, the state, or the community and assumes that federal agencies consider historic values in the planning for federal and federally assisted projects. Properties listed in the NRHP, or "determined eligible" for listing, must meet certain criteria for historical significance and possess integrity of form, location, and setting. Structures and features must usually be at least 50 years old to be considered for listing in the NRHP, barring exceptional circumstances. Criteria for listing in the NRHP, which are set forth in Code of Federal Regulations (CFR) Title 36, Part 60, are the quality of significance in American history, architecture, archaeology, engineering, and culture as 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.

Eligible properties must meet at least one of the criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character, the degree to which the original fabric has been retained, and the reversibility of changes to the property. The fourth criterion is typically reserved for archaeological and paleontological resources. These criteria have largely been incorporated into the CEQA Guidelines as well, as discussed below.

Application of National Register of Historical Places Criteria

The NRHP criteria were applied to the locally listed American Legion Hall to determine if the historical resource also merits listing in the *Federal Register*. Based on the detailed evaluation contained in the HRTR, no historical evidence was found that would support the determination that the property was associated with events that made a significant contribution to the broad patterns of our history, in accordance with Criterion A. No historical evidence was found that would support the determination that the property was associated with the lives of persons significant in our past. No evidence was found that would support the determination that the property embodied the distinctive characteristics of a "type, period, or method of construction," which under this criterion, refers to the manner in which properties are related to one another and is not applicable here. Under Criterion C, a property is eligible as a specimen of its type or period of construction if it is an important example of building practices of a particular time in history, which is not the case for the American Legion Hall property. Criterion D is intended to address archaeological resources and is not applicable to the American Legion Hall property. Therefore, it was determined that the property at 4061 Fairmount Avenue does not merit listing on the National Register (refer to Appendix G for a more-detailed description of the application of NHPA criteria).

Secretary of the Interior's Standards for the Treatment of Historic Properties

Under the NHPA, the U.S. Secretary of the Interior is responsible for establishing professional standards and for providing guidance on the preservation of the nation's historic properties. The Secretary of the Interior's Standards for the Treatment of Historic Properties apply to all grants-in-aid projects assisted through the Historic Preservation Fund (authorized by the NHPA) and are intended to be applied to a wide variety of resource types, including buildings, sites, structures, objects, and districts. The Standards address four treatments: preservation, rehabilitation, restoration, and reconstruction. The treatment Standards, developed in 1992, were codified as 36 CFR Part 68 in the July 12, 1995, *Federal Register* (Vol. 60, No. 133). They replaced the 1978 and 1983 versions of 36 CFR Part 68, titled The Secretary of the Interior's Standards for Historic Preservation Projects. The revised Guidelines herein replace the Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, published in 1995 to accompany the treatment Standards. The Secretary of the Interior's Standards for the Treatment of Historic Properties are regulatory only for projects receiving Historic Preservation Fund grant assistance and other federally assisted projects. Otherwise, these guidelines are intended to provide general guidance for work on any historic building.

5.3.2.2 California Register of Historic Resources

State law also protects cultural resources by requiring evaluations of the significance of prehistoric and historic resources. The California criteria for the CRHR are nearly identical to those for the NRHP. The State Historic Preservation Officer maintains the CRHR. Properties listed, or formally designated eligible for listing, in the NRHP are automatically listed in the CRHR, as are State Landmarks and Points of Interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys. The state criteria are described below.

Application of California Register of Historical Resources Criteria

The CRHR criteria were applied to the locally listed American Legion Hall to determine if the historic resource also merits listing on the California Register. The criteria for evaluating the significance of historical resources require that the resource be significant at the local, state, or national level under one or more of the following four criteria:

1. **Association with Events:** It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
2. **Association with Persons:** It is associated with the lives of persons important to local, California, or national history.
3. **Design/Construction:** It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
4. **Archaeology:** It has yielded or has the potential to yield information important to the prehistory or history of the local area, California, or the nation.

Based on the detailed evaluation contained in the HRTR, no historical evidence was found that would support the determination that the American Legion Hall was associated with events that made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. No historical evidence was found that would support the determination any persons associated with the property were important to local, California, or national history. No evidence was found that would support the determination that the property embodied the distinctive characteristics of a significant type, period, region, or method of construction or high artistic values. Finally, the property does not have important information to contribute to our understanding of human history and prehistory. Therefore, the American Legion Hall property does not merit designation under any of the four CRHR criteria (refer to Appendix G for a more-detailed description of the application of CRHR criteria).

5.3.2.3 City Historic Resources Register

According to the City's Historical Resources Guidelines, any improvement, building, structure, sign, interior element and fixture, site, place, district, area or object may be designated as historic by the City of San Diego HRB 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 on or has been determined eligible by the National Park Service for listing on the NRHP or is listed or has been determined to be eligible by the California Office of Historic Preservation (OHP) for listing on the CRHR; or

F. Is a finite group of resources related to one another is a clearly distinguishable way; or is a geographically deniable 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.

5.3.3 Impact: Historical Resources

Issue 1: Would the project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including an architecturally significant building), structure, or object or site?

5.3.3.1 Impact Thresholds

Based on the City of San Diego's Significance Determination Thresholds (2016), historical resource impacts may be significant if the project would affect any of the following:

- A resource listed in, eligible for, or potentially eligible for the NRHP.
- A resource listed in, or determined to be eligible by, the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code Section 5024.1).
- A resource included in a local register of historical resources, as defined in Public Resources Code Section 5020.1(k), or identified as significant in a historical resource survey meeting the requirements of Public Resources Code Section 5024.1(g).
- Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1), including the following criteria:

    a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

    b. Is associated with the lives of persons important in our past;

c. 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

d. Has yielded, or may be likely to yield, information important in prehistory or history.

The determination of significance of impacts on historical and unique archaeological resources is based on the criteria found in CEQA Guidelines Section 15064.5. Section 15064.5 clarifies the definition of a substantial adverse change in the significance of a historical resource as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

5.3.3.2 Impact Analysis

The project would demolish the American Legion Hall at 4061 Fairmount Avenue, which is designated on the local register as a historically significant resource as noted above under Section 3.3.1, *Existing Conditions*. An analysis of the demolition proposal was conducted in the HRTR contained in Appendix G to this EIR. The proposed demolition is not consistent with the *Secretary of Interior's Standards for the Treatment of Historic Properties* (36 CFR Part 68) and their applicable guidelines because the historical character of the historical resource would not be retained or preserved. Thus, demolition of the American Legion Hall and its character-defining features would be considered a significant impact.

The project's requirement to obtain a site development permit, in accordance with the San Diego Municipal Code, for the demolition of a historical resource is discussed in Section 5.1, *Land Use*, of this EIR.

5.3.3.3 Significance of Impacts

The proposed demolition of the historically significant American Legion Hall as part of the Project would be inconsistent with the Secretary of the Interior's Standards because the historical character of the historical resource would not be retained or preserved. The project would result in a significant impact.

5.3.3.4 Mitigation, Monitoring, and Reporting

The following measures shall be implemented in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations, of the Land Development Code (LDC) to reduce the project's historical resources impacts, to the extent feasible:

HR-1 Historic American Building Survey.

Prior to Issuance of a Demolition Permit:

A. A Historic American Buildings Survey (HABS) shall be submitted to staff of the Historical Resources Board (HRB) for review and approval and shall include the following:

1. Photo Documentation

(a) HABS documentation shall include professional-quality photo documentation of the resource prior to any construction at the site. Pictures should be 35 millimeter black-and-white photographs, 4x6-inch standard format. Photographs should be taken of all four elevations with close-ups of select architectural elements such as roof/wall junctions, window treatments, decorative hardware, etc. Photographs should be of archival quality and easily reproducible.

(b) Once the HABS documentation is deemed complete, one set of original HABS photographs shall be submitted for archival storage to the California Room of the City of San Diego Public Library and to the San Diego Historical Society.

2. Required Drawings

(a) Measured drawings of the historic building's existing conditions and associated features: Any features of the building that are not original shall be called out as such. The drawings shall be produced in ink on translucent material or archivally stable material. Drawings shall be either 19x24 inches or 24x36 inches with a standard 0.25-inch scale.

(b) When the HABS documentation is deemed complete, one set of the measured drawings shall be submitted for archival storage with the City of San Diego HRB, the South Coastal Information Center, the California Room of the City of San Diego Public Library, and the San Diego Historical Society.

B. Prior to the first preconstruction meeting, HRB staff shall verify that the HABS survey has been approved.

C. In addition to the HABS survey, the applicant shall comply with any other conditions contained in the site development permit pursuant to Land Development Code Chapter 14, Article 3, Division 2, Historical Resources Regulations.

HR-2 Community Meeting Space. An approximately 1,800-square-foot community room shall be integrated into the ground floor of the project to provide an opportunity for the community to gather and offset the loss of this historic function currently located within the DeWitt C. Mitchell Memorial American Legion Hall Post 201.

HR-3 Interpretative Display. In concert with Historic American Building Survey (HABS) documentation, the applicant shall create a display and interpretive material to the satisfaction of Design Assistance Subcommittee of the Historic Resources Board (HRB) staff for public exhibition concerning the history of the DeWitt C. Mitchell Memorial American Legion Hall Post 201. The display and interpretive material, such as a printed brochure, could be based on the photographs produced in the HABS documentation, and the historic archival research previously prepared as part of the project. This display and interpretive

material shall be available to schools, museums, archives and curation facilities, libraries, nonprofit organizations, the public, and other interested agencies. Prior to issuance of the first building permit and approval by City staff, the interpretative display shall be presented to the Design Assistance Sub-Committee of the Historical Resources Board as an information item for input. The City would be responsible for reviewing and approving the display, including the location, size, language used for the display. The display shall also be installed at the site by the applicant prior to the certificate of occupancy. The Owner/Permittee shall be responsible for funding and implementation of the long-term management of the display in perpetuity.

HR-4 **Architectural Salvage.** Prior to demolition, architectural materials from the site shall be made available for donation to the public. Materials to become architectural salvage shall include historic- period elements including original wood-framed windows, doors, and clay roof tiles. The inventory of key exterior and interior elements shall be developed prior to issuance of the demolition or grading permit. The materials shall be removed prior to or during demolition. Materials that are contaminated, unsound, or decayed shall not be included in the salvage program and shall not be available for future use. Once the items for salvage are identified, the project applicant's qualified historic preservation professional (QHPP) shall submit this information to the City's Historical Resource Section for approval. Following that, the QHPP in concert with the City's Historical Resources Section, shall notify the City Heights Community Planning Group and local preservation groups via email concerning the availability of the salvaged materials. Interested parties shall make arrangements to pick up the materials after they have been removed from the property. The project applicant shall be responsible for storing the salvaged materials in an appropriate climate-controlled storage space for an appropriate period of time, as determined through consultation with the City's Historical Resources Section. Prior to any plans to no longer use the storage space, the applicant will provide the City's Historical Resources Section with an inventory of any materials that were not donated to any interested parties, and measures to be taken by the project applicant to dispose of these materials.

Mitigation Measures HR-1 through HR-4 require a full recording of the building to ensure that a record of the historically significant resource is maintained, integrate a community meeting space, require architectural salvage, and require development of a public interpretative display and materials. These actions would serve to reduce the impact associated with the project's demolition of the American Legion Hall, to the extent feasible. However, because building demolition is not consistent with the *Secretary of Interior's Standards for the Treatment of Historic Properties*, the impact would remain significant and unavoidable, even after implementation of the above mitigation.

5.4 Noise

This section of the EIR is based on the Noise Study prepared by Birdseye Planning Group (August 2020b) that examines the potential noise impacts associated with the project. The noise analysis is summarized in this section, and the entire report is included as Appendix D of this EIR.

5.4.1 Existing Conditions

5.4.1.1 Noise Definitions and Overview of Sound Measurement

Noise is defined as unwanted or annoying sound that interferes with or disrupts normal activities. Exposure to high noise levels has been demonstrated to cause hearing loss. The individual human response to environmental noise is based on the sensitivity of that individual, the type of noise that occurs, and when the noise occurs.

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale, with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1 to 2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while arterial streets are in the 50 to 60+ dBA range. Normal conversational levels are in the 60 to 65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations. Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (i.e., industrial machinery). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed (approximately 30 years old or older) generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units and office buildings construction to California Energy Code (CEC) standards is generally 30 dBA or more.

In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a 1-hour period. Lmax is the highest root mean squared (RMS)

sound pressure level within the measuring period, and Lmin is the lowest RMS sound pressure level within the measuring period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using day-night average level (Ldn), which is the 24-hour average noise level with a 10 dBA penalty for noise occurring during nighttime (10 p.m. to 7 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 p.m. to 10 p.m. and a 10 dBA penalty for noise occurring from 10 p.m. to 7 a.m. Noise levels described by Ldn and CNEL usually do not differ by more than 1 dBA. Daytime Leq levels are louder than Ldn or CNEL levels; thus, if the Leq meets noise standards, the Ldn and CNEL are also met. **Table 5.4-1**, *Sound Levels of Typical Noise Sources and Noise Environments*, provides various sounds levels of typical noise sources in Leq.

Table 5.4-1
SOUND LEVELS OF TYPICAL NOISE SOURCES AND NOISE ENVIRONMENTS

Noise Source (at Given Distance)	Noise Environment	A-Weighted Sound Level (Decibels)	Human Judgement of Noise Loudness (Relative to Reference Loudness of 70 Decibels)
Military Jet Takeoff with Afterburner (50 feet)	Carrier Flight Deck	140	128 times as loud
Civil Defense Siren (100 feet)		130	64 times as loud
Commercial Jet Takeoff (200 feet)		120	32 times as loud **Threshold of Pain**
Pile Drive (50 feet)	Rock Music Concert Inside Subway Station (New York)	110	16 times as loud
Ambulance Siren (100 feet) Newspaper Press (5 feet) Gas Lawn Mower (3 feet)		100	8 times as loud **Very Loud**
Food Blender (3 feet) Propeller Plane Flyover (1,000 feet) Diesel Truck (150 feet)	Boiler Room Printing Press Plant	90	4 times as loud
Garbage Disposal	Noisy Urban Daytime	80	2 times as loud
Passenger Car, 65 mph (25 feet) Living Room Stereo (15 feet) Vacuum Cleaner (10 feet)	Commercial Areas	70	Reference Loudness **Moderately Loud**
Normal Speech (5 feet) Air Conditioning Unit (100 feet)	Data Processing Center Department Store	60	1/2 as loud
Light Traffic (100 feet)	Large Business Office Quiet Urban Daytime	50	1/4 as loud
Bird Calls (distant)	Quiet Urban Nighttime	40	1/8 as loud **Quiet**
Soft Whisper (5 feet)	Library and Bedroom at Night Quiet Urban Nighttime	30	1/16 as loud
	Broadcast and Recording Studio	20	1/32 as loud **Just Audible**
		0	1/64 as loud **Threshold of Hearing**

Source: Birdseye Planning Group, 2020b.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Urban areas contain a variety of land use and development types that are noise sensitive including residences, schools, churches, hospitals, and convalescent care facilities. Noise-sensitive uses near the project site consist of multifamily residences west of the site, across Fairmount Avenue, and to the east of the site, across the unnamed alley. The average distance from the center of the project site to the nearest receiver is approximately 50 feet.

Existing Noise Environment

The existing noise environment surrounding the project site is dominated by motor vehicles and traffic noise. Other noise sources in the area are primarily associated with pedestrian activity; however, these sources do not noticeably contribute to the ambient noise environment.

To establish the ambient noise conditions on site, a noise survey was conducted on June 20, 2017, at three locations in the project area. Monitoring Location 1 is located along Fairmount Avenue adjacent to and north of the project site. Monitoring Location 2 is located in proximity to the alley that forms the eastern property boundary. Monitoring Location 3 is located along Fairmount Avenue adjacent to and south of the project site. Monitoring locations and their relationship to the noise-sensitive receivers are shown in **Figure 5.4-1**, *Noise Monitoring and Receiver Locations*. The measured noise levels represent the project site and noise-sensitive multifamily residences located west and just south of the site, as well as the single- and multifamily residences located adjacent east of the project site. The noise monitoring results, as presented in **Table 5.4-2**, *Short-Term Ambient Noise Monitoring Results*, range from 55.0 to 63.6 dBA Leq.

Table 5.4-2
SHORT-TERM AMBIENT NOISE MONITORING RESULTS

No.	Measurement Location	Primary Noise Source	Date	Duration	Leq (dBA)
M1	Adjacent to Fairmount Avenue at the north end of the project site (4089 Fairmount Avenue parking lot).	Traffic and pedestrian activity	6/20/17	15 minutes	59.0
M2	Alley located adjacent to 4061 Fairmount Avenue parking lot.	Traffic	6/20/17	15 minutes	55.0
M3	Adjacent to Fairmount Avenue at 4061 Fairmount Avenue parking lot.	Traffic and pedestrian activity	6/20/17	15 minutes	63.6

Source: Birdseye Planning Group, 2020b.

Existing Airport Noise

The San Diego International Airport is located approximately 4.5 miles southwest of the project site, and Montgomery Field Airport is located approximately 5 miles northwest of the site. Based on the noise contour maps provided in the San Diego International Airport Land Use Compatibility Plan (ALUCP) (County of San Diego County 2014) and the Montgomery Field ALUCP (County of San Diego 2010), the project site is located outside the 60 dBA CNEL contours of both airports and is not affected by airport noise; no further discussion of this noise source is provided hereafter.

5.4.2 Regulatory Framework

A project will normally have a significant noise-related effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the criteria in the City's General Plan Noise Element, City of San Diego California Environmental Quality Act (CEQA) Significance Determination Thresholds, and the City of San Diego Noise Ordinance.

5.4.2.1 City of San Diego General Plan Noise Element

The City requires new projects to meet exterior noise level standards as established in the Noise Element of the General Plan (City of San Diego 2008, Amended 2015: Policy NE-A.4). The Land Use–Noise Compatibility Guidelines contained in the Noise Element are presented in **Table 5.4-3**, *City of San Diego Land Use–Noise Compatibility Guidelines*.

Sound levels up to 60 dBA CNEL are considered compatible with outdoor areas of frequent use (patios, balconies, parks, swimming pools, etc.) in the Multifamily Residential land use category; sound levels up to 70 dBA CNEL are considered Conditionally Compatible with the use. The building structure must attenuate exterior noise in habitable rooms to 45 dBA CNEL or below to be considered consistent with the guidelines. Sound levels up to 65 dBA CNEL are considered Compatible with outdoor areas of frequent use in the Offices land use category; sound levels up to 75 dBA CNEL are considered Conditionally Compatible. The building structure must attenuate exterior noise in offices to 50 dBA CNEL or below.

The City, as part of its noise guidelines, also includes standards governing interior noise levels that apply to all new single-family and multifamily residential units in California, consistent with California Code of Regulations (CCR) Title 24. These standards require that acoustical studies be performed before construction at building locations where the existing Ldn exceeds 60 dBA. Such acoustical studies are required to establish mitigation measures that will limit maximum Ldn levels to 45 dBA in any habitable room. Although there are no generally applicable interior noise standards pertinent to all uses, many communities in California have adopted an Ldn of 45 dBA as an upper limit on interior noise in all residential units.

5.4.2.2 City of San Diego Noise Ordinance

The City's Noise Abatement and Control 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. Construction noise must not exceed an average sound level of 75 dBA at the property line of any property zoned for residential use during the 12-hour period from 7 a.m. to 7 p.m. pursuant to San Diego Municipal Code (SDMC) Section 59.5.0404(b).

Table 5.4-3
CITY OF SAN DIEGO LAND USE–NOISE COMPATIBILITY GUIDELINES

Land Use Category	Exterior Noise Exposure (dBA CNEL) 60	65	70	75
Open Space and Parks and Recreational				
Community & Neighborhood Parks; Passive Recreation				
Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields; Outdoor Spectator Sports, Water Recreational Facilities; Horse Stables; Park Maint. Facilities				
Agricultural				
Crop Raising & Farming; Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables				
Residential				
Single Units; Mobile Homes; Senior Housing		45		
Multiple Units; Mixed-Use Commercial/Residential; Live Work; Group Living Accommodations **For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3.*		45	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, Beverages & Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories			50	50
Commercial Services				
Building Services; Business Support; Eating & Drinking; Financial Institutions; Assembly & Entertainment; Radio & Television Studios; Golf Course Support			50	50
Visitor Accommodations		45	45	45
Offices				
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters			50	50
Vehicle and Vehicular Equipment Sales and Services Use				
Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking				
Wholesale, Distribution, Storage Use Category				
Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution				
Industrial				
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries				
Research & Development				50

Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. Refer to Section I.
	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. Refer to Section I.
	Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated make the outdoor activities acceptable. Refer to Section I.
Incompatible	Indoor Uses	New construction should not be undertaken.
	Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.

Source: Birdseye Planning Group, 2020b.

The City's Noise Abatement and Control Ordinance also regulates fixed source and/or operational noise, as measured at the property line between the noise generator and the adjacent receptor. The noise limits are in terms of a 1-hour average sound level (or Leq). The allowable noise limits vary according to the land use and time of day. The noise limits for various land uses are depicted in **Table 5.4-4**, *City of San Diego Noise Ordinance Limits*. The sound level limit applies at any point on or beyond the boundary of the property on which the sound is produced. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two zones [SDMC Section 59.5.0401(b)].

Table 5.4-4
CITY OF SAN DIEGO NOISE ORDINANCE LIMITS

Land Use Zone[a]	Time of Day	1-hour Average Sound Level (dBA)
Single-Family Residential	7:00 a.m. to 7:00 p.m.	50
	7:00 p.m. to 10:00 p.m.	45
	10:00 p.m. to 7:00 a.m.	40
Multifamily Residential (up to a maximum density of 1/2000)	7:00 a.m. to 7:00 p.m.	55
	7:00 p.m. to 10:00 p.m.	50
	10:00 p.m. to 7:00 a.m.	45
All Other Residential	7:00 a.m. to 7:00 p.m.	60
	7:00 p.m. to 10:00 p.m.	55
	10:00 p.m. to 7:00 a.m.	50
Commercial	7:00 a.m. to 7:00 p.m.	65
	7:00 p.m. to 10:00 p.m.	60
	10:00 p.m. to 7:00 a.m.	60
Manufacturing and All Other Industrial, including Agricultural and Extractive Industry	Any time	75

Source: City of San Diego Noise Ordinance SDMC Section 59.5.0401

[a] The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts.

5.4.2.3 California Building Code

California Code of Regulations (CCR) Title 24, also referred to as the California Building Code (CBC), requires that interior noise levels in multifamily residences caused by exterior sources not exceed 45 dBA CNEL. This is also considered a desirable noise exposure standard for single-family residences. CCR Title 24 further specifies that if exterior noise levels exceed 60 dBA CNEL for multifamily residential uses, an acoustical analysis shall be required to demonstrate that the design would achieve the prescribed interior noise standard. The analysis must show that the proposed design would limit interior noise in habitable rooms to 45 dBA CNEL or below. The interior noise analysis should identify sound transmission loss requirements for building elements exposed to exterior noise levels exceeding 60 dBA CNEL. If the interior 45 dBA CNEL limit can be achieved only with the windows closed, the residence design must include mechanical ventilation that meets applicable CBC requirements. Worst-case noise levels, either existing or future, must be used. Future noise level predictions must be for a date at least 10 years from the time of the building permit application.

The noise level of 65 dBA CNEL is also the threshold where noise interferes noticeably with the ability to carry on a quiet conversation. Therefore, exterior noise exposure of 65 dBA CNEL is the most common noise/land use compatibility guideline for new residential construction in California.

5.4.3 Impact: Ambient Noise Increase

Issue 1: Would the proposal result in or create a significant increase in the existing ambient noise levels?

5.4.3.1 Impact Thresholds

According to the City's Significance Determination Thresholds (2016), a project would result in a significant noise impact:

- If it would result in temporary construction noise that exceeds 75 dBA Leq (12-hour) at the property line of a residentially zoned property from 7 a.m. to 7 p.m. (as identified in SDMC Section 59.0404) or if non-emergency construction occurs during the 12-hour period from 7 a.m. to 7 p.m., Monday through Saturday. Additionally, where temporary construction noise would substantially interfere with normal business communication, or affect sensitive receptors such as daycare facilities, a significant noise impact may be identified.
- If it would result in or create a significant permanent increase in the existing noise levels. If the ambient noise level already exceeds the noted threshold, then a project contribution of 3 dBA CNEL or greater would constitute a direct significant impact.
- If it would result in the generation of noise levels at a common property line that exceed the SDMC limits shown in Table 5.4-4. If a non-residential use, such as a commercial, industrial, or school use, is proposed to abut an existing residential use, the decibel level at the property line should be the arithmetic mean of the decibel levels allowed for each use as set forth in SDMC Section 59.5.0401(b).

Impacts related to land use–noise compatibility at the future on-site residences are addressed in Section 5.1, *Land Use*.

5.4.3.2 Impact Analysis

Construction Noise

The main sources of short-term noise impacts during construction activities would include heavy machinery used during site clearing, excavation, and demolition at the project site, as well as equipment used for construction. **Table 5.4-5**, *Typical Construction Equipment Noise Levels*, shows the typical noise levels associated with heavy construction equipment. As shown, average noise levels associated with the use of heavy equipment at construction sites can range from approximately 75 to 89 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction.

Table 5.4-5
TYPICAL CONSTRUCTION EQUIPMENT NOISE LEVELS

Equipment on Site	Typical Level (dBA) 25 Feet from the Source	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source
Air Compressor	84	78	64
Backhoe	84	78	64
Bobcat Tractor	84	78	64
Concrete Mixer	85	79	73
Bulldozer	88	82	76
Jack Hammer	95	89	83
Pavement Roller	86	80	74
Street Sweeper	88	82	76
Man Lift	81	75	69
Dump Truck	82	76	70

Source: Birdseye Planning Group, 2020b.

The City limits the average sound level from construction noise to 75 dBA at the property line of residentially zoned properties during the 12-hour period from 7 a.m. to 7 p.m. The project site is 0.87 acres in size, which limits the amount and type of equipment that can operate on the site at any one time and results in an average distance of 50 feet from the center of the construction operations to the property lines. Construction noise estimates provided in the project's Noise Study are based upon noise levels reported by the FTA, Office of Planning and Environment, and the distance to nearby sensitive receptors. Reference noise levels from that document were used to estimate noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 3 dBA per doubling of distance (line-of-sight method of sound attenuation) for hardscape conditions. Not all equipment required for demolition of existing facilities would operate continuously over the 12-hour period from 7 a.m. to 7 p.m. Equipment would be used on an as-needed basis depending on the activity. For example, cut saws would be used to weaken structural components of the buildings and then an excavator would be used to remove that section of the structure. A loader would then be used to place the debris into the haul trucks.

Based on U.S. Environmental Protection Agency noise emissions, on empirical data from existing noise studies referenced herein, and on the amount and type of equipment needed for construction of the project, worst-case noise levels from the construction equipment would occur during demolition and grading activities. The anticipated equipment used on site would include a jackhammer, bobcat/dozer, backhoe/tractor, grader, and dump truck. Noise levels from the demolition activities could reach short-term peak levels exceeding 90 dBA; however, this noise level would be periodic rather than constant. Empirical data was referenced from another noise study and used to assess the project's construction-related noise impacts. The empirical data are relevant to the project because similar types and numbers of construction equipment would be used for constructing the project (Birdseye 2020b). Based on those data, the worst-case hourly construction noise level was found to be 82 dBA Leq at an average distance of 25 feet, which would exceed the 75 dBA average at the sensitive receptors located east of the site. Because construction noise would not be continuous in one location over a 12-hour workday, it is possible that during project construction, noise levels would have the potential to exceed the 75 dBA standard at adjacent receivers resulting in a potentially significant temporary noise impact during construction.

Operational Noise

Exterior Traffic Noise

Traffic is the primary operational noise source that would be generated by the project. Existing measured noise levels are lower than the residential standard (65 dBA) at the multifamily residences located along Fairmount Avenue and along the alley east of the site. As referenced, the highest measured noise level is 63.6 dBA (refer to Table 5.4-2). Noise levels attenuate with distance from Fairmount Avenue, the primary noise source in the study area. Whether a traffic-related noise impact would occur is based on whether project traffic, when added to the existing traffic, would cause the Leq to noticeably increase (+3 dBA) or exceed the 65 dBA exterior standard referenced in Table 5.4-4.

The roadway network adjacent to the project site (Fairmount Avenue, eastbound Polk Avenue, and the alley to the east of the site) was modeled using the Federal Highway Administration Traffic Noise Model (TNM). A more-detailed discussion of the TNM is provided in the Noise Study (Appendix D of this EIR). Traffic volumes for peak hour existing and project operation were obtained from the Trip Generation Memorandum (LOS Engineering 2020). Evening (PM) peak hour project trips for existing conditions were modeled to determine baseline noise conditions. Project trips were then added to the baseline trips to determine whether the Leq at neighboring receivers would noticeably change or exceed 65 dBA as a result of project-related traffic. As referenced, the project would generate 502 average daily traffic. Peak hour volumes are estimated to be 39 AM peak hour trips (9 inbound, 30 outbound), and 43 PM peak hour trips (30 inbound, 13 outbound). The PM peak hour trips were used in the analysis. Noise levels were calculated at the following receivers and are intended to represent conditions at multiple receivers within proximity to these locations:

- *Receiver Site 1* – Single-family residence at 4086 44th Street
- *Receiver Site 2* – City Heights Square Apartments at 4029 43rd Street
- *Receiver Site 3* – Multifamily apartments at 4046 44th Street
- *Receiver Site 4* – Multifamily apartments at 4068 44th Street

Note the residences on 44th Street back up to the alley that runs north/south along the east property boundary. The receiver locations are shown in Figure 5.4-1, *Noise Monitoring and Receiver Locations*. As shown in **Table 5.4-6**, *Modeled Noise Levels*, the daytime hourly average Leq would not exceed the 65 dBA standard at the receivers modeled under baseline conditions.

Table 5.4-6
MODELED NOISE LEVELS

Receiver	Existing Leq	Exceed Standard?	With project Leq	dBA Change	Significant Impact
Site 1	58.7	No	58.5	-0.2	No
Site 2	67.2	Yes	67.2	0.0	No
Site 3	60.9	No	58.6	-2.3	No
Site 4	57.6	No	55.4	-2.2	No

Source: Birdseye Planning Group 2020b.

As shown, Receiver Site 2 is the only modeled location where existing traffic noise exceeds the 65 dBA standard under existing conditions. This receiver is located adjacent to and west of Fairmount Avenue southwest of the project site. It is assumed that the Leq at the project site is similar given its proximity to Receiver Site 2. The existing buildings located on the east side of Fairmount Avenue provide some shielding for the receivers east of the alley. Receiver Site 1 benefits the most from existing shielding. Receiver Sites 3 and 4 benefit from distance attenuation.

To cause a significant noise impact, project-related traffic would have to cause the existing Leq at one or more receivers to exceed the 65 dBA standard or to increase by 3 dBA or more. As shown in Table 5.4-6, traffic associated with the project would have no effect on Receiver Site 2. The proposed residential building would provide greater shielding than the existing building and would be taller in height and contribute to a 5 to 6 dBA reduction in noise levels at Receiver Sites 3 and 4. Receiver Site 1 would not have a noticeable noise reduction; however, properties closer to Polk Avenue are expected to have higher noise levels because of traffic noise contribution from Polk Avenue. The project site is expected to have exterior noise levels similar to that modeled for Receiver Site 2 at units that front Fairmount Avenue. Operational traffic from the project would have no adverse impact on sound levels at receivers in proximity to the site.

With respect to future (i.e., cumulative) traffic noise, as referenced, traffic volumes on Fairmount Avenue, University Avenue, Polk Avenue, and the alley located adjacent to and east of the project site would have to double while maintaining existing speeds to create a noticeable increase in noise levels. The project site is located in a densely populated urban area. Future development in the project area would be limited to urban infill projects similar in size and scope to the project. Because land use constraints prohibit the expansion of the existing street network and transit access is available throughout the area, the traffic volumes and vehicle speeds required to noticeably increase noise are not projected to occur nor could these conditions be accommodated on the local street network. Thus, cumulative traffic noise would not produce a noticeably change from existing conditions and less than significant impacts would occur.

Exterior Stationary Equipment Noise

The proposed heating, ventilation, and air conditioning (HVAC) system for use on the project site has not been determined at this time, and noise levels vary depending on the system size. However, it is assumed that one or more HVAC compressor units would be installed on the rooftop of the project. HVAC noise levels can be expected to range from 60 to 70 dBA at 5 feet from the rooftop equipment and ventilation openings. Assuming HVAC units are installed at the center of the rooftop, or approximately 50 feet from the closest receivers (Receiver Sites 1, 3, and 4) and 150 feet from Receiver Site 2, a 70 dBA reference noise level would attenuate to 52 dBA at 40 feet from the source. Therefore, HVAC noise would be less than the 70 dBA criteria at the project property line.

Exterior Parking Garage Noise

Vehicles operating in the parking garage may generate temporary noise. This would include engine operation, period car alarm activation, and other noises commonly associated with vehicles operating in a parking lot or structure. These noises would be short-term, periodic, and consistent with what occurs within densely developed urban areas. Because of the duration, these sources typically do not impact the overall Leq at sensitive-receptors sites located in the proximity of parking garages. While these noises would be audible, they would be part of the ambient condition

occurring in the neighborhood and not have or cause a significant or adverse impact to sensitive receptors located in proximity to the site.

5.4.3.3 Significance of Impact

Based upon the City Noise Ordinance noise limits, construction noise impacts would have the potential to be significant (i.e., demolition and grading phases of the project), exposing nearby sensitive land uses to noise levels in excess of 75 dBA average at the property line of residentially zoned properties. Significant construction-related noise impacts are identified.

The project would not result in the exposure of people to current or future transportation noise levels that exceed City significance standards. Less than significant noise impacts from HVAC equipment would occur due to their installation on the rooftop and distance to nearby receivers. No noise impact would occur from the operation of the parking garage. Therefore, less than significant operational noise impacts are identified.

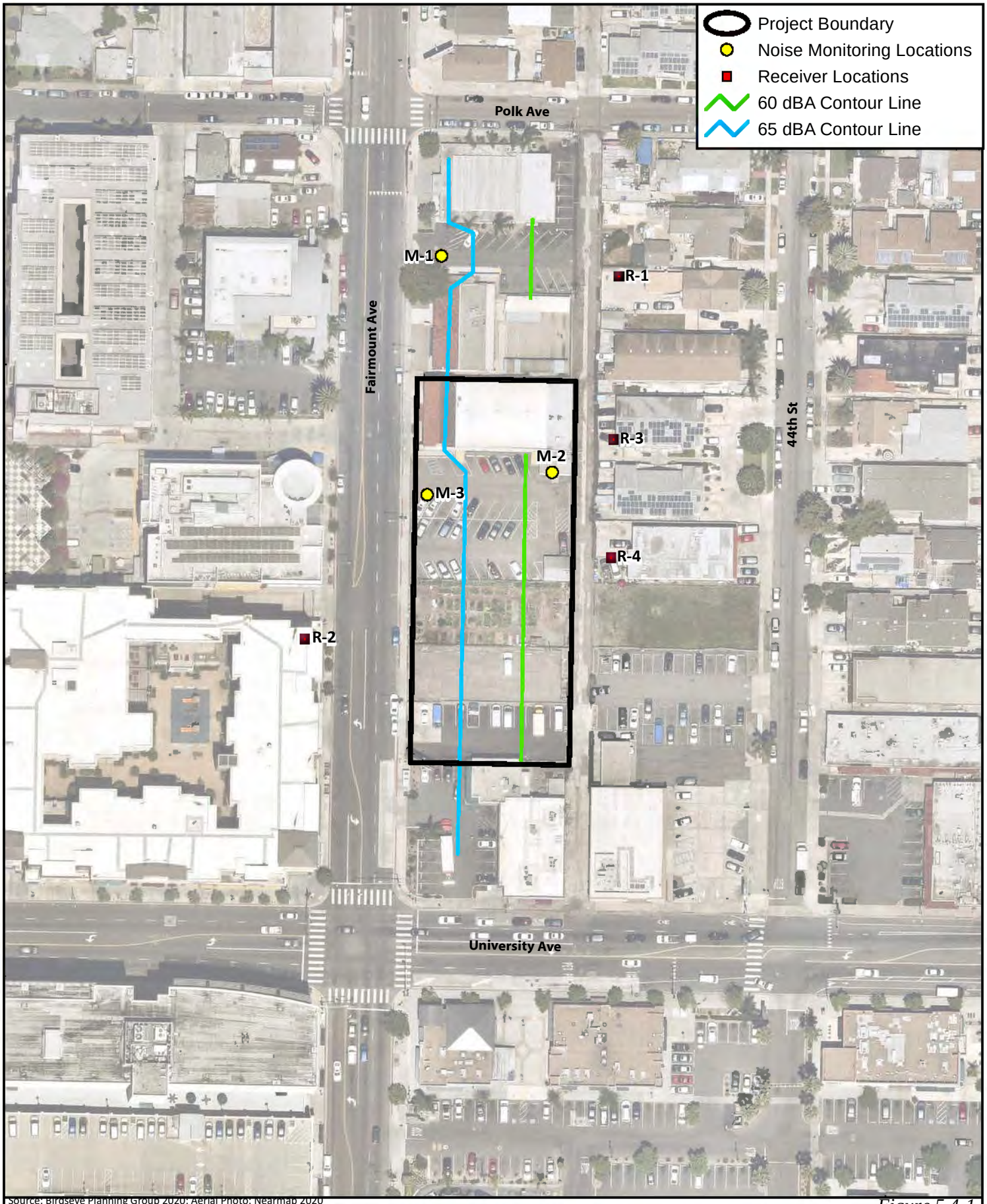
5.4.3.4 Mitigation, Monitoring, and Reporting

The following measure shall be required during construction to reduce temporary construction noise to acceptable levels:

NOI-1 Noise Control Plan. Construction contractors shall develop and implement a noise control plan that includes a noise control monitoring program to ensure sustained construction noise levels do not exceed 75 decibels over a 12-hour period at the nearest sensitive receivers. The plan shall include the following requirements:

- *Construction Equipment.* Construction equipment noise shall be controlled using a combination of the following methods:
  - Electrical power shall be used to run air compressors and similar power tools, where feasible;
  - Internal combustion engines shall be equipped with a muffler of a type recommended by the manufacturer and in good repair;
  - All diesel equipment shall be operated with closed engine doors and be equipped with factory recommended mufflers;
  - Any construction equipment that continues to generate substantial noise at the eastern project boundary shall be shielded with temporary noise barriers, such as barriers that meet a sound transmission class (STC) rating of 25, sound-absorptive panels, or sound blankets on individual pieces of construction equipment;
  - Stationary noise-generating equipment, such as generators and compressors, shall be located as far as practically possible from the nearest residential property lines;
  - Contractor shall turn off idling equipment while not being used for operations after idling for 5 minutes; and
  - Contractor shall perform noisier operation during the times least sensitive to nearby residential receptors.

- *Neighbor Notification.* Designate a noise control monitor to oversee construction operations in proximity to sensitive receivers. Provide notification to residential occupants adjacent to the project site at least 24 hours prior to initiation of construction activities that could result in substantial noise levels at outdoor or indoor living areas. This notification should include the anticipated hours and duration of construction and a description of noise reduction measures being implemented at the project site. The notification should include the telephone number and/or contact information for the on-site noise control monitor that residents can use for inquiries and/or to submit complaints associated with construction noise.



Source: Birdseye Planning Group 2020; Aerial Photo: Nearmap 2020

Figure 5.4-1

Noise Monitoring and Receiver Locations

4TH CORNER APARTMENTS PROJECT

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6. CUMULATIVE IMPACTS

CEQA Guidelines Section 15130 requires that an EIR address cumulative impacts of a project when its incremental effect would be cumulatively considerable. *Cumulatively considerable* means that the incremental effects of an individual project would be considerable when viewed in connection with the effects of past, current, or probable future projects.

According to CEQA Guidelines Section 15130, the discussion of cumulative effects "need not provide as great a detail as is provided of the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness." The evaluation of cumulative impacts is to be based on either: "(A) a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative effect. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency."

The basis and geographic area for the analysis of cumulative impacts is dependent on the nature of the issue and the project. In some cases, regional planning addresses cumulative impacts, while in other cases, the analysis takes into consideration more-localized effects. For the 4th Corner Apartments Project, a plan approach is taken given the built-out and developed nature of the City Heights community.

Based on the analyses contained in Chapter 5, *Environmental Analysis*, the project's impacts to land use (policy inconsistency) and historical resources would be significant and unmitigated, while project impacts from noise would be significant (i.e., construction noise) and from transportation and circulation would less than significant. The following is a discussion of whether or not these direct impacts would contribute to cumulative impacts and if that contribution is cumulatively considerable.

6.1 Cumulative Effects Found to Be Significant

6.1.1 Historical Resources

The 4th Corner Apartments Project would redevelop the project site and result in the demolition of the DeWitt C. Mitchell Memorial American Legion Hall Post 201 at 4061 Fairmount Avenue. This structure was designated as a San Diego Historical Landmark No. 525 on June 27, 2002, but does not merit listing on the National Register of Historic Places or California Register of Historic Resources, as noted in Section 5.3, *Historical Resources*. The proposed demolition of the structure would result in a significant impact to local historical resources, which would not be mitigated to less than significant levels by measures outlined in this EIR. Demolition of the American Legion Hall would incrementally contribute to the continuing loss of significant historical resources throughout the San Diego region as a result of redevelopment and development proposals. This cumulative loss of historical resources within the region is identified as significant and unavoidable in the City General Plan EIR (City of San Diego 2008d), and the project's contribution would be considered cumulatively considerable.

6.1.2 Land Use

Implementation of the 4th Corner Apartments Project would be generally consistent with the General Plan and community plan policies, with the exception of goals and policies related to historic preservation. The project would comply with the procedures established in the Historical Resources Regulations in the Land Development Code by obtaining approval of a site development permit prior to the demolition of the American Legion Hall, however, because demolition is not consistent with *The Secretary of the Interior's Standards for the Treatment of Historic Properties*, the project would be inconsistent with City goals and policies intended to protect and preserve historical resources. As noted under Section 6.1.1, *Historical Resources*, the cumulative loss of historical resources within San Diego through the redevelopment of older properties in the region would be significant and contrary to the intent of the General Plan policies. Therefore, the significant land use policy inconsistency associated with the project would contribute considerably to the cumulative land use policy impacts associated with the demolition of other historical resources anticipated during build out of the City, despite the implementation of treatment mitigation on a project-by-project basis. Cumulatively significant and unmitigable land use policy impacts are identified.

The project's land use policy impacts related to compliance with the Noise Element standards for exterior use areas and interior noise levels would not be significant or cumulatively considerable as each project in the City would be required to demonstrate compliance with the land use compatibility policies of the General Plan and interior noise standards of the California Building Code on a project-by-project basis. Therefore, less than significant cumulative impacts related to land use–noise compatibility are anticipated during implementation of project or other projects in the city.

6.2 Effects Found to Be Not Cumulatively Considerable

6.2.1 Transportation and Circulation

The 4th Corner Apartments Project would not conflict with an adopted program, plan, or policy addressing the transportation system. As noted in Section 5.2, *Transportation and Circulation*, the project is not required to prepare a Local Mobility Analysis (LMA) because it is consistent with the community plan zoning and is expected to generate less than 1,000 average daily trips,; would be in walking distance of local and high-frequency bus service and less than 0.5 miles of a regional transit station; would provide space for secured bicycle parking; and would construct pedestrian improvements along its frontage with Fairmount Avenue. Furthermore, the project is located in a vehicle miles traveled (VMT)-efficient area that has an average 2016 resident VMT/capita of 53.4% of the regional average VMT/capita based on the SANDAG screening map; therefore, the project would be presumed to have a less than significant transportation impact. Cumulative traffic growth in the project area would be limited because of the built-out nature of the City Heights community and the accessibility to existing transit service. Continued implementation of alternative transportation improvements in the region over time as properties redevelop would reduce reliance on single-occupancy vehicles, as envisioned in the City of Villages planning strategy and Mobility Element of the General Plan. Despite goals and policies to reduce traffic growth, cumulatively significant transportation impacts would occur. However, the project's contribution to those cumulative impacts would be presumed to be less than significant.

6.2.2 Noise

Construction-related equipment noise produced during project implementation has the potential to expose nearby noise-sensitive receptors to temporary noise levels that exceed the City's Noise Ordinance limits (refer to Section 5.4, *Noise*, for details). Preparation and implementation of a noise control plan during construction would mitigate the impacts and ensure noise level compliance during construction. Proper siting of stationary equipment, such as HVAC units, would ensure compliance during operations. Because construction noise and stationary equipment noise are enforced at the property line, the impacts are localized in nature and controlled on site. For cumulative construction noise impacts to occur, project construction schedules would have to overlap and occur on adjacent property lines. Given that the City Heights community is built out, the potential for an overlapping construction activity to occur on or near the 4th Corner Apartments Project site is unlikely. In addition, each project would be required to comply with the Noise Ordinance, which places limits on noise levels at the property lines for all construction and stationary noise sources. Therefore, the potential for cumulative noise impacts would be less than significant, and the project's impacts would not be cumulatively considerable.

Currently, noise-sensitive receptors in the project area are exposed to community noise levels that exceed the 65 dBA standard in the General Plan. Community-wide increases in transportation noise would occur along local roads where population growth increases traffic volumes; however, given the built-out nature of the City Heights community and access to transit opportunities, substantial increases in cumulative noise levels would not be expected. As shown in Section 5.4, *Noise*, project traffic would not substantially increase ambient noise levels at nearby noise-sensitive receivers. In addition, future noise levels in the project area would not result in the exposure of sensitive land uses that are significantly different than current conditions. Therefore, although cumulative noise levels would be unacceptable along certain roads in the project area, the project's contribution would be less than considerable.

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7. OTHER CEQA SECTIONS

7.1 Effects Found Not to Be Significant

California Environmental Quality Act (CEQA) Guidelines Section 15128 requires an EIR to contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR. Based upon initial environmental review, the City has determined that the project would not have the potential to cause significant impacts associated with the following 16 issue areas:

- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Energy
- Geologic Conditions
- Greenhouse Gas Emissions
- Health and Safety
- Hydrology
- Mineral Resources
- Paleontological Resources
- Population and Housing
- Public Services and Facilities
- Tribal Cultural Resources
- Utilities and Service Systems
- Visual Effects/Neighborhood Character
- Water Quality

7.1.1 Agriculture and Forestry Resources

The City Significance Determination Thresholds (2016) state that a significant impact on agricultural resources may result from a project that involves the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

The project site is currently a developed site that contains a vacant commercial structure, a surface parking lot, a small storage shed, and urban gardens. The project site is designated by the California Department of Conservation as "Urban Built-Up Lands" (California Department of Conservation 2020) and does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance. No active agricultural activities, Williamson Act contract lands, or designated agricultural preserves are located adjacent to or in the vicinity of the project site. Additionally, the project site is located within an area that does not support timber growth. Therefore, implementation of the project would not impact agricultural or forestry resources.

7.1.2 Air Quality

The San Diego Air Pollution Control District (SDAPCD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the San Diego Air Basin (SDAB) is in nonattainment. Strategies to achieve these emissions reductions are developed in the Regional Air Quality Strategy (RAQS) and State Implementation Plan (SIP), prepared by SDAPCD for the region. Both the RAQS and SIP are based on SANDAG population projections, as well as land use designations and population projections included in general plans for those communities located

within the county. Population growth is typically associated with the construction of residential units or large employment centers.

A project would be inconsistent with the RAQS/SIP if it results in population and/or employment growth that exceed growth estimates for the area. If a project proposes development that is less dense than anticipated within the General Plan, the project would likewise be consistent with the RAQS. If a project proposes development that is greater than that anticipated in the City General Plan and SANDAG's growth projections upon which the RAQS is based, the project could conflict with the RAQS and SIP, and may have a potentially significant impact on air quality. This situation would warrant further analysis to determine if a project and the surrounding projects exceed the growth projections used in the RAQS for the specific subregional area.

The City of San Diego Significance Determination Thresholds (2016), has adopted emission thresholds based on the thresholds for an Air Quality Impact Assessment in the SDAPCD's Rule 20.2. These thresholds are shown in **Table 7-1**, *Significance Criteria for Air Quality Impacts*.

Table 7-1
SIGNIFICANCE CRITERIA FOR AIR QUALITY IMPACTS

Pollutant	Emission Rate		
	lbs/Hr	lbs/Day	Tons/Year
Carbon Monoxide (CO)	100	550	100
Oxides of Nitrogen (NO_X)	25	250	40
Respirable Particulate Matter (PM10)	—	100	15
Oxides of Sulfur (SO_X)	25	250	40
Lead and Lead Compounds	—	3.2	0.6
Fine Particulate Matter (PM2.5)	—	—	—
Volatile Organic Compounds (VOCs)	—	137	15

Source: City of San Diego 2016.

In addition to impacts from criteria pollutants, project impacts may include emissions of pollutants identified by the State and federal government as toxic air contaminants (TACs) or hazardous air pollutants (HAPs). If a project has the potential to result in emissions of any TAC or HAP that may expose sensitive receptors to substantial pollutant concentrations, the project would be deemed to have a potentially significant impact. With regard to evaluating whether a project would have a significant impact on sensitive receptors, air quality regulators typically define sensitive receptors as schools (i.e., preschool to 12th grade), hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

With regard to odor impacts, a project that proposes a use that produces objectionable odors would be deemed to have a significant odor impact if it would affect a considerable number of off-site receptors. The impacts associated with construction and operation of the project were evaluated for significance based on these significance criteria.

The following discussion is based on the Air Quality Study prepared for the project by Birdseye Planning Group (Birdseye Planning Group 2020a). A copy of the Air Quality Study is included as Appendix C to this EIR.

7.1.2.1 Consistency with Regional Air Quality Strategy

As discussed in Section 5.1, *Land Use*, the CU-2-3 Zone permits a maximum density of 1 dwelling unit (DU) for each 1,000 square feet (SF) of lot area, while the Mid-City Communities Plan designates the site for commercial and mixed uses, and permits up to 43 DU per acre, with a mixed-use bonus. The site's General Plan designation is "Multiple Use." The site is also located within 0.5 miles of 10 transit stops (MTS Bus Routes 7, 10, 13, and 965; Rapid Routes 60 and 235). Under amendments to Government Code Section 65915 contained in Assembly Bill (AB) 1763, signed by Governor Newsome on October 9, 2019, affordable housing projects like the proposed 4th Corner Apartments Project are exempt from density limitations. Development of 75 DU on the project site, with the inclusion of the community meeting space, would meet the criteria of AB 1763 and would be considered consistent with the General Plan, the Mid-City Communities Plan, and the CUPD. Therefore, the project would not induce growth or otherwise add more units than allowed under current zoning with the affordable housing density bonus regulations. Operation of the project would provide housing for existing residents and is not expected to substantially increase the local population. The project would be consistent with the SIP, air quality management plan, and RAQS. Impacts related to this threshold would be less than significant.

7.1.2.2 Violation of an Air Quality Standard

Construction. Emissions of pollutants such as fugitive dust and heavy-equipment exhaust that are generated during construction are generally highest near the construction site. Emissions from the construction of the project were estimated using the CalEEMod model (Birdseye Consulting Group 2020a). **Table 7-2**, *Estimated Maximum Daily Construction Emissions*, provides the detailed construction emission estimates as calculated with the CalEEMod model.

Table 7-2
ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS

Construction Phase	Maximum Emissions (lbs/day)					
	ROG	NO_X	CO	SO_X	PM10	PM2.5
2021 Maximum lbs/day	2.0	20.0	14.9	0.03	3.4	2.0
2022 Maximum lbs/day	32.5	8.2	11.2	0.01	0.6	0.4
City of San Diego Screening Thresholds	*137*	*250*	*550*	*250*	*100*	*67*
Threshold Exceeded 2021	**No**	**No**	**No**	**No**	**No**	**No**
Threshold Exceeded 2022	**No**	**No**	**No**	**No**	**No**	**No**

Source: Birdseye Planning Group 2020a.
Notes: See Appendix C for CalEEMod ver. 2016.3.2 computer model output for the demolition of existing development. Summer emissions shown.
ROG = reactive organic gas; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X = oxides of sulfur; PM10 = respirable particulate matter; PM2.5 = fine particulate matter

Operations. Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), area sources, landscape equipment, and evaporative emissions as the structures are repainted over the life of the project. The majority of operational emissions is associated with vehicle trips to and from the project site. As shown in **Table 7-3**, *Estimated Operational Emissions*, the net change in emissions would not exceed the SDAPCD thresholds for reactive organic gas (ROG), oxides of nitrogen (NO_X), carbon monoxide (CO), oxides of sulfur (SO_X), respirable particulate matter (PM10), or fine particulate matter (PM2.5).

Table 7-3
ESTIMATED OPERATIONAL EMISSIONS

Proposed Project	Estimated Emissions (lbs/day)					
	ROG	NO_X	CO	SO_X	PM10	PM2.5
Area	2.0	0.07	6.2	0.01	0.03	0.03
Energy	0.2	0.2	0.09	0.01	0.01	0.01
Mobile	0.7	2.6	6.4	0.02	1.7	0.4
Maximum lbs./day	2.8	2.9	12.7	0.02	1.7	0.5
SDAPCD Thresholds	*137*	*250*	*550*	*250*	*100*	*67*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Birdseye Planning Group, 2020a.
Note: See Appendix C for CalEEMod ver. 2016.3.2 computer model output for the demolition of existing development. Summer emissions shown.
ROG = reactive organic gas; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X = oxides of sulfur; PM10 = respirable particulate matter; PM2.5 = fine particulate matter

Therefore, construction and operation of the project would not exceed the SDAPCD regional emission thresholds for daily emissions. Thus, the project would not violate an air quality standard or contribute to an existing or projected violation, result in a cumulatively considerable increase in ozone or particulate matter emissions, or expose receptors to substantial pollutant concentrations.

7.1.2.3 Cumulatively Considerable Increase

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 project would not result in the generation of criteria air pollutant emissions that would exceed the SDAPCD thresholds for construction and operational activities; therefore, it would not contribute a considerable amount of criteria air pollutant emissions to the region's emissions profile or not impede attainment and maintenance of ambient air quality standards.

7.1.2.4 Odors

The project may temporarily produce odors during construction activities resulting from construction equipment exhaust, application of asphalt, and/or the application of architectural coatings; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, odors emitted during construction would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the respective phase of construction. As a mixed-use development consisting of residences and community meeting space, no operational odor sources are proposed. Accordingly, the project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

7.1.3 Biological Resources

Based on the City Significance Determination Thresholds (2016), significant impacts to biological resources are evaluated in several different ways in accordance with the City's Biology Guidelines (2012) and San Diego Municipal Code (SDMC) pertaining to Environmentally Sensitive Lands (ESL) Regulations. Specifically:

- The City's permit to "take" covered species under the Multiple Species Conservation Program (MSCP) is based on the concept that 90% of lands within the Multi-Habitat Planning Area (MHPA) will be preserved. Therefore, any encroachment into the MHPA (in excess of the allowable encroachment by a project) is considered a significant impact and requires that land be added to the MHPA that is at least equivalent to what would be removed.
- Lands containing Tiers I, II, IIIA, and IIIB habitats and all wetlands are considered sensitive, and declining habitats and impacts to these resources may be considered significant. (Lands designated as Tier IV are not considered to have significant habitat value and impacts would not be considered significant.)
- Impacts to individual sensitive species, outside of any impacts to habitat, may also be considered significant based upon the rarity and extent of impacts.
- Result in a substantial adverse impact on wetlands (including but not limited to marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the MSCP Plan, or impede the use of native wildlife nursery sites.
- Conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State HCP, either within the MSCP plan area or in the surrounding region.
- Introduce land uses within an area adjacent to the MHPA that would result in adverse edge effects.
- Conflict with any local policies or ordinances protecting biological resources.
- Introduce invasive species of plants into a natural open space area.

The project site is entirely developed and surrounded by urban development and infrastructure, such as major roads, which are considered Tier IV habitat. Vegetation on the site consists of two, small urban gardens along Fairmont Avenue (refer to Figures 2-4a and 2-4b, *Site Photographs*). As such, the project site does not support any vegetation communities considered sensitive biological resources under the City's ESL regulations. Therefore, sensitive biological resources would not be impacted by development of the project.

The project is not used as a wildlife corridor and would not interfere with the movement of any resident or migratory fish or wildlife species, or diminish habitat for fish, wildlife, or plants. The project would not impact any state or federally endangered, threatened, or rare species, or listed species habitats. The project site is within the Urban Areas of the City's MSCP Subarea Plan and is located outside the MHPA. No MHPA exists in the project vicinity. The site does not support any covered vegetation communities or covered species. Therefore, the project would not conflict with any policies protecting biological resources.

7.1.4 Energy

Pursuant to CEQA Guidelines Appendix F, energy conservation impacts were analyzed by estimating project energy requirements by amount and type, then evaluating project compliance with energy regulatory requirements. These data were used to evaluate the project's effects on energy resources and the degree to which the project would comply with existing energy standards. The analysis included in this section uses the CalEEMod Version 2016.3.2 results from the project's air quality analysis to evaluate energy impacts (refer to Appendix C, *Air Quality Study*, of this EIR).

7.1.4.1 Energy Usage

Construction. Temporary electrical power for lighting and electronic equipment, such as computers inside temporary construction trailers, would be provided by San Diego Gas & Electric (SDG&E). The amount of electricity used during construction would be minimal because typical demand stems from the use of construction trailers that are used by managerial staff during the hours of construction activities in addition to electrically powered hand tools.

Most energy used during the project's construction phase would be from petroleum. Fuel consumed by construction equipment would be the primarily energy resource expended over the course of construction, while transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty equipment used for project construction would rely on diesel fuel, as would haul trucks involved in off-hauling materials from demolition and excavation. In contrast, construction workers would travel to and from the project site in gasoline-powered passenger vehicles. There would be no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or use of equipment that would not conform to current emissions standards (and related fuel efficiencies).

Both types of energy used during construction of the project would be limited to the construction period and would not involve long-term electrical or petroleum use. As such, energy consumption during construction activities would not be considered excessive, inefficient, or unnecessary.

Operations. The California Energy Commission reported SDG&E electrical demand for residential uses in 2016 was 6,692.28 million kilowatt-hours (kWh). The project would generate the demand for approximately 10,500 kWh of electricity use (Birdseye Planning 2020a). This equals less than 1/10,000th of 1% of the total energy demand reported by SDG&E for residential uses in 2016. Electricity use at the project would not be excessive, would be commensurate with the proposed use, and would not result in a substantial increase in regional consumption. The project would adhere to Title 24 requirements and the City's Climate Action Plan (CAP) and would incorporate several measures directed at minimizing energy use. These include:

- High-efficiency windows and kitchen appliances
- Energy-efficient air conditioning and heating
- Energy-efficient LED lighting
- Programmable thermostats
- Electric vehicle charging stations

Natural gas would be directly consumed throughout the operation of the project, primarily through building heating, water heating, and cooking. Natural gas consumption was estimated for each of the project's land uses based on the CalEEMod default values, and the California Energy Commission reported natural gas demand in 2016 for SDG&E to be 269 million therms. The project is estimated to consume approximately 2,307 thousand British thermal units of natural gas per year during operations (Birdseye Planning 2020a). This represents approximately 0.001% of total consumption of natural gas by SDG&E for residential uses in 2016. In addition, the project would be designed to comply with California Code of Regulations (CCR) Title 24, Part 6, as well as the City's CAP. As such, the project's long-term demand for natural gas would be commensurate with the proposed use, would not be substantial, and would not cause the use of large amounts of natural gas in a manner that is wasteful or otherwise inconsistent with adopted plans or policies.

Operational petroleum usage would be attributable to the additional vehicles that would be associated with on-site residents and manager. As noted under Section 5.2, *Transportation and Circulation*, the project is expected to generate a net increase of 313 average daily vehicle trips. Although the project would result in an increase in petroleum use during operation compared to the existing conditions, project-specific petroleum use would be expected to diminish over time as fuel efficiency improves and as a result of the project's walkability and proximity to transit and active transportation networks.

Given the above considerations with regard to all sources of energy usage, operation of the project would not result in the use of excessive amounts of electricity, natural gas or petroleum and would not result in the need to develop additional sources of energy.

7.1.4.2 Energy Efficiency Policy Compliance

The federal, state, and local regulatory plans and policies aim to reduce energy demand, impose emission caps on energy providers, establish minimum building energy and green building standards, transition to renewable non-fossil fuels, incentivize homeowners and builders, fully recover landfill gas for energy, and expand research and development. In accordance with California Air Resources Board's (CARB's) Scoping Plan, the project includes sustainable building practices, such as the following features:

- Cool/green roofs
- Use of low-flow fixtures/appliances and low-flow irrigation
- Electrical vehicle charging stations
- Designated and secure bicycle parking spaces
- Designated parking spaces for low-emitting, fuel-efficient, and carpool/vanpool vehicles
- Implementation of a solid waste recycling plan

Additionally, the project would be required to include all mandatory green building measures under the California Green Building Standards (CALGreen) Code, and as specified in the CAP Consistency Checklist prepared for the project (refer to Appendix E, *Climate Action Plan Consistency Checklist*, to this EIR). Therefore, the project would be consistent with the CARB Scoping Plan measures through incorporation of stricter building and appliance standards. The project would be consistent with the goals of SANDAG's *San Diego Forward: The Regional Plan* as it would develop a mixed-use, compact,

walkable, and bicycle-friendly community close to transit connections and consistent with smart growth principles.

The project would support the type of mixed-use development envisioned by the General Plan City of Villages strategy. The project is consistent with General Plan concepts such as increased walkability, enhanced pedestrian networks, and proximity to transit. The project is consistent with the General Plan's Mobility Element and the City of Villages strategy would result in development at densities that would support nearby transit and promote transit use. The project also promotes walkability and connectivity through the construction of a pedestrian-scaled streetscape along the frontage of Fairmount Avenue. The project would implement a waste management plan (WMP) directed at diverting solid waste, supporting the use of recycled materials, and promoting on-site recycling in accordance with citywide ordinances.

The project is consistent with the CAP as demonstrated in the project's CAP Consistently Checklist (Baranek Consulting Group 2020). Each of the applicable CAP strategies would be implemented by the project, including sustainable development features and green building practices. Refer to additional discussion under Section 7.1.6, *Greenhouse Gas Emissions*. Thus, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. No significant adverse environmental effects would result from the adoption of the project in terms of plan consistency or policy conflicts.

7.1.5 Geologic Conditions

Based on the City's Significance Determination Thresholds (2016), a project may result in a significant geologic hazards impact if it meets one or more of the following criteria:

- If the project would expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards;
- If the project would result in substantial increase in wind or water erosion of soils, either on or off the site; or
- If the project is located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-project-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

Leighton and Associates Inc. conducted a series of geotechnical investigations for the 4th Corner Apartment Project. The results of those investigations are presented in this section. The complete preliminary geotechnical investigation report and addendum (Leighton and Associates 2017, 2020a) are contained in Appendix F to this EIR. The project site is located within the coastal plain section of the Peninsular Range Geomorphic Province of California in an area underlain by generally shallow undocumented artificial fill, which in turn is underlain by the Quaternary-age Normal Heights Mudstone (a member of the Linda Vista Formation) and Quaternary-age Very Old Paralic Deposits (formerly known as the Linda Vista Formation). In addition, the project is mapped in the City's Seismic Safety Study as being in Geologic Hazards Category 52 corresponding to "other level areas, gently sloping to steep terrain, favorable geologic structure, low risk" (City of San Diego 2008e).

7.1.5.1 Unstable Geologic Conditions

Geologic Hazards. Based on a review of published geologic maps and reports, the project site is not located on any known active, potentially active, or inactive fault traces. Based on the City's Seismic Safety Study, the project site has favorable geologic structure. In the event of a major earthquake on regional faults or other significant faults in the Southern California and northern Baja California area, the project site could be subjected to moderate to severe ground shaking. With respect to this hazard, the site is considered low risk and comparable to other locations in the general vicinity. Additionally, seismic design of the proposed structures would be performed in accordance with guidelines currently adopted by the City, including California Building Code and seismic design parameters of the Structural Engineers Association of California. Implementation of proper engineering design and utilization of standard construction practices, to be verified at the building permit stage, would ensure that the potential for impacts would be reduced to an acceptable level of risk. Therefore, impacts would be less than significant.

Landslides. No landslides or indications of deep-seated landsliding were observed at the site during field exploration, during review of available geologic literature, or during the field reconnaissance conducted for the project. Therefore, the risk to people or structures associated with a landslide hazard does not exist.

Seiches. Seiches are periodic oscillations in large bodies of water such as lakes, harbors, bays, or reservoirs. The risk potential for damage to the project site caused by seiches is low because of the project's distance from large bodies of water. The risk to people or structures associated with inundation hazards caused by seiche is low. Therefore, impacts would be less than significant.

Unstable Soils. The undocumented fill on site is an expansive clayey soil, and the Normal Heights Mudstone is a clayey soil with a "very high" expansion potential. The project, in accordance with the recommendations of the geotechnical investigation, would remove the undocumented fill, and the upper weathered portions of the Normal Heights Mudstone would either be removed and reprocessed as fill soil or replaced with an imported granular cap. Therefore, the risk associated with compressible/expansive soils and subsidence would be avoided.

Liquefaction/Spreading/Subsidence. Most clayey materials are not susceptible to liquefaction. The project site is underlain at depth by weakly to moderately cemented and moderately well indurated clayey sandstone with gravel and claystone. Because loose surficial fill is recommended for removal, the underlying dense character of the on-project-site formational deposits and the lack of a shallow ground water table indicate that the potential for liquefaction and the potential for seismic-related settlement across the project site is low. Additionally, the susceptibility to earthquake-induced lateral spread is considered to be low for the project site because of the low susceptibility to liquefaction (with the proposed removal of loose surficial soils and relatively level ground surface in the project site vicinity).

Therefore, the project would not expose people or property to potentially substantial effects including the risk of life, injury, or death resulting from hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazard, and less than significant impacts would occur.

7.1.5.2 Soil Erosion

As presented in Section 7.1.8, *Hydrology*, and Section 7.1.16, *Water Quality*, drainage for the site would be adequately controlled through the implementation of best management practices (BMPs) during construction and operation such that substantial runoff would not occur. In the future, the project site would be fully developed with structures, hardscape, and landscaping. No soil would be exposed that could be subject to wind or water erosion. Therefore, the project would not result in a substantial increase in wind or water erosion, and less than significant impacts would occur.

7.1.6 Greenhouse Gas Emissions

According to the California Natural Resources Agency, "due to the global nature of GHG emissions and their potential effects, greenhouse gas (GHG) emissions will typically be addressed in a cumulative impacts analysis." According to CEQA Guidelines Appendix G, the following criteria may be considered to establish the significance of global climate change if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflict with the City's Climate Action Plan or an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed in CEQA Guidelines Section 15064.4, the determination of the significance of GHG emissions calls for a careful judgment by the lead agency, consistent with the provisions in Section 15064. Section 15064.4 further provides that a lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate, provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or

(2) Rely on a qualitative analysis or performance-based standards.

Section 15064.4 also advises a lead agency to consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

(1) The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;

(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

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

In December 2015, the City adopted a CAP that outlines the actions that the City will undertake to achieve its proportional share of state GHG emission reductions. The CAP is a qualified plan for the reduction of GHG emissions, in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP. In July 2016, the City adopted the CAP Consistency Checklist to provide a streamlined review process for the analysis of potential GHG impacts from proposed new development. The CAP Consistency Checklist requires a three-step review of the project to determine consistency with the GHG projections and programs outlined in the City's CAP. For the applicable steps, the project has been found to be consistent with the CAP (Baranek Consulting Group 2020). The following summarizes that determination based on the various items included in the project's CAP Consistency Checklist (Appendix E to this EIR).

With regard to Step 1 of the CAP Consistency Checklist, the 4th Corner Apartments Project would be considered consistent with existing General Plan and community plan land use and zoning designations, as discussed in Section 5.1, *Land Use*. The project site is located within the CU-2-3 Zone of the Centralized Urbanized Planned District (CUPD), a Residential Parking Standards Transit Priority Area (TPA), 2035 TPA, and Transit Area Overlay Zone. The purpose of the CUPD is to assist in implementing the goals and objectives of the Mid-City Communities Plan. The CU-2-3 Zone within the CUPD is intended to accommodate a mix of heavy-commercial and limited-industrial uses with residential uses, including development with pedestrian orientation and medium-high-density residential use. The CU-2-3 Zone permits a maximum density of 1 DU for each 1,000 SF of lot area. The Mid City Communities Plan designates the site for commercial and mixed uses, and permits up to 43 DU per acre, with a mixed-use bonus. The site's General Plan designation is "Multiple Use." It is also located within 0.5 mile of 10 bus stops (MTS Bus Routes 7, 10, 13, and 965; Rapid Routes 60 and 235) as discussed in Section 5.2, *Transportation and Circulation*.

Under AB 1763 (Government Code Section 65915), signed by Governor Newsome on October 9, 2019, affordable housing projects like the proposed 4th Corner Apartments Project have no maximum controls on density. Development of 75 affordable DU on the project site, with the inclusion of the community meeting space, would meet the criteria of Government Code Section 65915. Therefore, the project would be consistent with the General Plan, the Mid-City Communities Plan, and the intent of the CUPD.

With regard to Step 2 of the CAP Consistency Checklist, the project design would comply with the GHG reduction strategies in the CAP by featuring the following, as described in Chapter 3, *Project Description*:

- Cool/green roofs
- Use of low-flow fixtures/appliances and low-flow irrigation
- Electrical vehicle charging stations
- Designated and secure bicycle parking spaces
- Designated parking spaces for low-emitting, fuel-efficient, and carpool/vanpool vehicles
- Implementation of a solid waste recycling plan

A Step 3 conformance evaluation is not required because the project does not require a land use amendment within a transit priority area and Step 1 demonstrates the project would be consistent with the General Plan, the Mid-City Communities Plan, and the intent of the CUPD.

Therefore, the project would not conflict with the City's CAP or any other applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. The project would not result in a significant impact relative to plans, policies, or regulations aimed at reducing GHG emissions. Impacts would, therefore, be less than significant.

7.1.7 Health and Safety

The City Significance Determination Thresholds (2016) require that the environmental review process include steps to disclose and address the safe removal, disposal, and/or remediation of hazardous materials in conformance with applicable federal, state, and local government standards. The City Significance Determination Thresholds (2016) also identify potential public safety/public health issues associated with projects that are: (1) located within and/or in close proximity to airports, flood-prone areas, or areas susceptible to brush fires; (2) susceptible to disease-carrying vector exposure, sewage spills, or electromagnetic field effects associated with electric transmission lines and communications facilities; and (3) in proximity to former or active underground storage tank sites, fuel-storage tank farms, sewage treatment plants, or areas where toxic chemicals may be stored.

This section evaluates potential health and safety impacts associated with the project based on a review of regulatory agency records, historical aerial photographs, topographic maps, and GeoTracker and EnviroStor records (online databases maintained by the Regional Water Quality Control Board and Department of Toxic Substances Control, respectively).

7.1.7.1 Construction

Hazardous Materials Usage and Transport. A variety of hazardous substances and wastes would be stored, used, and generated on the site during construction. These would include fuels for machinery and vehicles, new and used motor oils, cleaning solvents, paints, and storage containers and applicators containing such materials. Accidental spills, leaks, fires, explosions, or pressure releases involving hazardous materials represent a potential threat to human health and the environment if not properly treated. Accident prevention and containment are the responsibility of the construction contractors, and provisions to properly manage hazardous substances and wastes are typically included in construction specifications. The contractor would be required to comply with applicable local, state, and federal regulations, regarding the use, storage, and disposal of hazardous materials and hazardous wastes. In addition, because of the age of the on-site structures, asbestos-containing material (ACM) and lead-based paint (LBP) should be evaluated prior to razing of the site buildings. Prior to construction, surveys for ACM and LBP would be conducted by California Department of Public Health–certified lead inspector/assessors, California Division of Occupational Safety and Health Certified Asbestos Consultants, and/or professionals appropriately qualified in their field in accordance with applicable local, state, and federal guidelines and regulations. If present, removal and disposal of such materials would be conducted in accordance with applicable regulations. Therefore, adherence to the construction specifications and applicable regulations regarding hazardous materials and hazardous waste, including disposal, would ensure that construction of the project would not create a significant hazard to the public or the environment.

Hazardous materials would not be disposed of or released onto the ground, the underlying groundwater, or any surface water. Totally enclosed containment would be provided for all refuse. With implementation of these construction BMPs, potential impacts from the accidental release of hazardous materials during construction activities would not occur.

7.1.7.2 Operations

Hazardous Materials Usage and Transport. Operation of the project may include the use of various hazardous materials (e.g., chemical reagents, solvents, fuels, paints, and cleansers). These materials would be used for building and grounds maintenance. Many of the hazardous materials used would be considered household hazardous wastes, common wastes, and/or universal wastes by the U.S. Environmental Protection Agency, which regards these types of wastes to be common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when they are properly stored, transported, used, and disposed of. All hazardous materials generated, used, and stored on the project property would be managed in accordance with all relevant federal, state, and local laws, including the California Hazardous Waste Control Law (California Health and Safety Code Division 20, Chapter 6.5), Hazardous Waste Control Regulations (22 CCR 4.5), and the Medical Waste Management Act (California Health and Safety Code, Division 104, Part 14).

Hazardous Emissions. Given the residential character of the project, operations would not create any sources of hazardous emissions that could affect the public. The closest schools to the project site are Hoover High School, located 0.3 miles to the north, and Rosa Parks Elementary School, located 0.2 miles to the southeast. Although the project site is located within 0.25 miles of an existing or proposed school, it would not emit any hazardous substances. Therefore, hazardous materials impacts related to the project's proximity to schools would be less than significant.

Listed Hazardous Materials Sites. Based on review of the online GeoTracker and EnviroStor databases, there are no existing hazardous materials impacts at the project site. The project site is not listed in any of the federal, state, local, or EDR proprietary databases. A total of four sites, not within the project boundary but within the American Society for Testing and Materials–specified search distances of the project site, were listed in regulatory agency databases. The information provided did not indicate that the project site has been impacted by contamination from any of these nearby sites.

Emergency Evacuation Plans. Primary evacuation routes identified in the emergency plan consist of the major interstates, highways, and prime arterials within San Diego County. Primary evacuation routes identified in the emergency plan nearest the project site include I-15, located 0.3 miles west of the project site, and I-8, located approximately 2 miles to the north of the project site. However, as noted in the emergency plan, specific evacuation routes would be determined based on the location and extent of the incident and would include as many predesignated transportation routes as possible (County of San Diego 2014). No changes to local roads are proposed as part of the project. Therefore, the project would not interfere with or impair the implementation of an adopted emergency response or evacuation plan.

Wildfire Hazard. The project site is located in an urbanized area that does not interface with any wildlands (refer to Figure 2-2, *Project Location and Vicinity*). According to the City of San Diego Official Very High Fire Hazard Severity Zone (VHFHSZ) Map No. 20, the project site is not located within a

"VHFHSZ & 300' Brush Buffer" (City of San Diego 2009). As part of standard development procedures, the proposed development plans would be submitted to the City for review and approval to ensure that adequate emergency access is provided to and from the project site; however, a brush management plan would not be required because of the distance to wildlands. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Airport Safety Hazards. The San Diego International Airport is located approximately 4.5 miles southwest of the project site, and Montgomery Field Airport is located approximately 5 miles northwest of the site. The project site is outside of the Airport Influence Areas for both airports. Lastly, the project site is not located within the vicinity of a private airstrip, public air strip, or heliport facility. Therefore, the project would not result in safety hazards for people residing or working in the project area.

7.1.8 Hydrology

According to the City's CEQA Significance Determination Thresholds (2016), a project may result in a significant impact to hydrology under any of the following conditions:

- If the project would grade, clear, or grub more than 1.0 acre of land, especially into slopes over a 25% grade, and would drain into a sensitive water body or stream, there may be significant impacts on stream hydrology if uncontrolled runoff results in erosion and subsequent sedimentation of downstream water bodies.
- If the project would result in modifications to existing drainage patterns, there may be significant impacts on environmental resources such as biological communities and archaeological resources.
- If the project would result in increased flooding on or off site, there may be significant impacts on upstream or downstream properties and to environmental resources.

Information for the following discussion is based on the *Preliminary Drainage Report* (Chang Consultants 2020) and *Preliminary Stormwater Quality Management Plan* (Kettler Leweck Engineering 2020), which are included as Appendices H1, *Preliminary Drainage Report*, and H2, *Preliminary Stormwater Quality Management Plan*, of this EIR. Appendix H2 also contains an *Infiltration Feasibility Condition Letter* (Leighton and Associates 2020b) that is also referenced in this discussion.

The project would redevelop an already developed site that predominantly features urban uses, paved areas, and impervious surfaces, with the except of the urban gardens and limited landscaped planters. Topographically, the site is level and contains no steep slopes. Approximately 72% of the site is covered with impervious surfaces (surface parking and buildings). The project would introduce new areas of impervious surfaces that would account for 82% of the site, resulting in a slight increase in impervious surfaces and slightly reduce local infiltration/recharge capacity. Under proposed conditions, the project area would total 0.87 acres with 0.80 acres being disturbed by the project. The total impervious area would be 0.71 acres, and pervious areas would total 0.16 acres. Thus, the project would not grade, clear, or grub more than 1.0 acre of land or slopes over a 25% grade or drain into a sensitive water body.

The project design includes several drainage facilities to accommodate identified runoff volumes and velocities within the site. Leighton and Associates (2020) determined that the site has a zero/low infiltration feasibility and that harvest and re-use of runoff was not feasible; therefore, a preliminary treatment and hydromodification stormwater concept was developed by Kettler Lewek Engineering (2020) using BMPs to detain and treat runoff produced on site. Specifically, the project design includes three flow-through planters for treatment and hydromodification (or BMPs) sized and designed in accordance with the City's Drainage Design Manual, as described further in Section 7.1.16, *Water Quality*. After detention and treatment on site, the project runoff would be conveyed to an existing public storm drain via new curb outlets in the adjacent alley and Fairmount Avenue, ultimately leading to an unnamed natural drainage course leading to Las Cholla Creek and ultimately to San Diego Bay. Because all runoff from the site would be detained and treated in BMPs prior to discharge into the off-site storm drain system, it would not adversely affect existing drainage patterns or downstream environmental resources. The amount of additional runoff above pre-project conditions (i.e., 0.5 cubic feet per second [cfs]) would be minimal given the developed condition of the project site and would not contribute to flooding on or off site. The project is the redevelopment of an urban infill site that lacks jurisdictional waters of the U.S., which would not be required to obtain approval from the RWQCB under Clean Water Act (CWA) Sections 401 or 404. The project would be considered a Priority Development Project (PDP) as it relates to the stormwater permit, which the City administers on behalf of the State. Implementation of low-impact design practices, site design BMPs, source control BMPs and treatment control BMPs in compliance with the applicable stormwater regulations would ensure that the project would not result in uncontrolled runoff resulting in erosion and subsequent sedimentation or flooding. Therefore, less than significant hydrology impacts would occur.

7.1.9 Mineral Resources

The City Significance Determination Thresholds (2016) indicate that a project could cause a potentially significant impact to mineral resources if it results in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. According to the Generalized Mineral Land Classification figure (Figure CE-6) in the Conservation Element of the City General Plan, the project site and adjacent areas are designated as Mineral Resource Zone (MRZ-) 3 (City of San Diego 2008b). MRZ-3 areas contain mineral deposits, the significance of which cannot be evaluated from available data.

The project site has not been delineated on a local general, specific or other land use plan as a locally important mineral resource recovery site, and no such resources would be affected with project implementation. Therefore, no impacts were identified. In addition, the project site is developed with a commercial structure in an urbanized area, designated for Commercial and Mixed-Use in the Mid-City Communities Plan, and is zoned to accommodate a mix of heavy-commercial, limited-industrial, and residential uses. As such, no impacts to mineral resources would occur.

7.1.10 Paleontological Resources

Based on the described City Significance Determination Thresholds (2016), impacts related to paleontological resources would be significant if a project would require excavation exceeding:

- Over 1,000 cubic yards (CY) of excavation extending to a depth of 10 feet or greater in a high-resource-potential geologic deposit/formation/rock unit; or
- Over 2,000 CY of excavation extending to a depth of 10 feet or greater in a moderate-resource-potential geologic deposit/formation/rock unit.

According to the geotechnical investigation prepared by Leighton and Associates Inc. (2017), the project site is located within an area underlain by generally shallow undocumented artificial fill, which in turn is underlain by the Quaternary-age Normal Heights Mudstone (a member of the Linda Vista Formation) and Quaternary-age Very Old Paralic Deposits (formerly known as the Linda Vista Formation).

The Linda Vista Formation represents a marine and/or non-marine terrace deposit of early Pleistocene age. Fossil localities are rare in the Linda Vista Formation and have only been recorded from a few areas. Fossils collected consist of the remains of nearshore marine invertebrates including clams, scallops, snails, barnacles, and sand dollars, as well as sparse remains of sharks and baleen whales. Based on the sparsity of fossils reported from this rock unit, the Linda Vista Formation is considered to have "moderate" paleontological resource sensitivity.

As described in Section 3.3.2, *Grading Plan*, site grading would require 700 CY of cut and 150 CY of fill (including 550 CY of export) and would excavate to a maximum depth of less than 5 feet.

Considering the moderate paleontological sensitivity ratings for underlying geology, the occurrence of artificial fill to a depth of 7 feet below grade, and the limited amount of grading excavation required (less than 2,000 CY) (Leighton and Associates 2017), the project grading activities would not have the potential to disturb or destroy paleontological resources. Potential impacts to paleontological resources would be less than significant, and monitoring would not be required.

7.1.11 Population and Housing

The City has not adopted specific significance thresholds for addressing a project's population and housing impacts. However, CEQA Guidelines Appendix G indicates a project could have a significant impact on population and housing if it would:

- Induce substantial unplanned population growth in an area either directly or indirectly; or
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

The project site is located within a developed neighborhood and is surrounded by residential and commercial developments. The project site currently receives water and sewer service from the City, and no extension of infrastructure to new areas is required for the project to be implemented. The project site is planned for Commercial and Mixed-Use in the Mid-City Communities Plan and is zoned to accommodate a mix of heavy-commercial, limited-industrial, and residential uses. The 75 DU

proposed on site would produce a population of 140 people, assuming a density factor of 1.86 persons per unit, which is in line with the population projections for the area. As such, the project would not directly or indirectly induce substantial population growth in the area. Additionally, the project would not displace any existing housing units. Instead, the project would help to meet the demand for housing within the City Heights community and San Diego region as a whole. Therefore, population and housing–related impacts associated with the project would be less than significant.

7.1.12 Public Services and Facilities

The City Significance Determination Thresholds (2016) state that public services and facilities impacts may be significant if the project would: (1) conflict with the community plan in terms of the number, size, and location of public service facilities; and/or (2) result in direct impacts from construction of proposed new public service facilities needed to serve the project. The significance of a project's impacts should be evaluated relative to construction of public service facilities, particularly whether the project would conflict with the community plan in terms of number, size, and location of public service facilities, as well as if direct impacts from construction of new facilities needed to serve the project would occur.

As noted in Section 5.1, *Land Use*, the project is consistent with the Mid-City Communities Plan and the number, size, and location of public service facilities required to serve the site would not change, as noted below:

7.1.12.1 Fire-Rescue

The project site is located within the City of San Diego Fire-Rescue Department (SDFD) service area for fire protection and medical services. The City has 52 fire stations protecting more than 343 square miles and over 1.4 million residents (City of San Diego 2020a). According to the Public Facilities, Services, and Safety Element of the City's General Plan, the first-due unit should arrive within 7.5 minutes, 90% of the time from the receipt of the 911 call in fire dispatch, and a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time of 911-call receipt in fire dispatch, 90% of the time (City of San Diego 2018). Fire Station 17 serves the City Heights community and, at 0.3 miles northeast of the project site, is the nearest fire station. The newly remodeled station opened in 2018 and accommodates up to 10 personnel, two fire vehicles, and one paramedic unit. In 2019, Fire Station 17 had an average response time of 6 minutes 44 seconds (City of San Diego 2020c).

Implementation of the project would require fire and emergency medical services, as it would increase the potential for local fires and/or medical emergencies. The 75 DU on site would result in approximately 140 new residents in the City Heights community, based on a density factor of 1.86 persons per household. The project would result in some increases in service calls and response times; however, the project would not require the construction of new public facilities related to fire or emergency medical services. SDFD would provide first responder and first responder paramedic services to the project from Fire Station 17. With the planned improvements to Fire Station 17 in place as of 2019, SDFD would be able to maintain its response time policy even with implementation of the project. Additionally, the project would be constructed in accordance with applicable fire codes and City regulations. The project would also be required to pay development impact fees (DIFs) prior to issuance of building permits, a portion of which could support maintenance of fire

protection and emergency response services provided by the City. The project would not necessitate the construction of additional fire protection facilities that would result in impacts on the environment. Therefore, project impacts related to the provision of local fire protection services would be less than significant.

7.1.12.2 Police Services

The Mid-City Division Substation is located 0.5 miles from the project site at 4310 Landis Street. Additionally, the project site is located within Beat 833 of the department's Mid-City Division, which serves a population of 173,012 people and encompasses 12.8 square miles within the neighborhoods of Adams North, Azalea/Hollywood Park Burlingame, Castle, Cherokee Point, Chollas Creek, Colina del Sol, El Cerritos, Fairmont Park, Fairmont Village, Fox Canyon, Kensington, Normal Heights, Redwood Village, Rolando, Rolando Park, Swan Canyon, Talmage, Tera Alta East, and Tera Alta West (City of San Diego 2020b). The San Diego Police Department (SDPD) does not staff individual stations based on the number of sworn officers per 1,000 population ratio, but it does have a goal of maintaining 1.48 officers per 1,000 population ratio citywide. SDPD is currently staffing 1.34 sworn officers per 1,000 residents based on the 2016 estimate of the served residential population of 1,413,144. SDPD currently uses a five-level priority calls dispatch system, which includes priorities 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 serves 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 a potential for injury. Priority two calls include vandalism, disturbances, and property crimes. Priority three calls include 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. In 2016, the response times for priorities one, two, and four met SDPD response time goals but did not meet the General Plan response time goals. Priority three General Plan and SDPD response-time goals were met within the boundaries of the service area. The response times for priority E calls did not meet the General Plan or SDPD response time goals.

In consultation with SDPD, through the Crime Prevention through Environmental Design Review, the project has been designed to comply with emergency access requirements, which would help to reduce the demands for police services. The project would introduce approximately 140 residents at the site, based on the proposed 75 DU and a density factor of 1.86 persons per household. Although this could result in an increase in service calls, SDPD has facilities and staffing in the project area to adequately serve the project; ongoing funding for police services is provided by the City General Fund; and no new facilities or improvements to existing facilities would be required. Therefore, potential project-related impacts to police services and facilities would be less than significant.

7.1.12.3 Parks and Recreation Facilities

The City of San Diego General Plan guides development of park and recreation facilities in the project area. The General Plan provides goals and policies for population-based parks and facilities, resource-based parks, and open space lands. The City's park and recreation goals include achieving a sustainable park and recreation system that meets the needs of residents and visitors and an equitable citywide distribution of parks and recreation facilities (City of San Diego 2008a). The General Plan requires a minimum ratio of 2.8 acres per 1,000 residents for neighborhood parks and

community parks (City of San Diego 2008a). A community park has a 13-acre minimum and serves a population of 25,000, or typically one community plan area, but depending on location, it may serve multiple community plan areas. A neighborhood park ranges from 3 to 13 acres and serves a population of 5,000 within approximately 1 mile. Existing park and recreation facilities within the project area are listed in **Table 7-4**, *Project Area Park Facilities*.

Table 7-4
PROJECT AREA PARK FACILITIES

Facility Name	Address	Facilities	Distance
City Heights Village Playing Fields and Recreation Center	4380 Landis Street	Tot lot, playground, picnic areas, multipurpose athletic field, tennis courts, full size gymnasium, meeting room, game room, craft and ceramic room, mini kitchen, and a full-size swimming pool	0.3 miles south
Mid-City Gym	4302 Landis Street	Gymnasium Facilities and Teen Center	1.1 miles east
Colina Del Sol Community Park and Recreation Center	5319 Orange Avenue	Outdoor courts, tot lot, playground, picnic areas, multipurpose athletic field, tennis courts, full-size gymnasium, meeting room, game room, craft and ceramic room, full-size kitchen, and swimming pool across the street	0.6 miles southeast
Park de la Cruz Neighborhood (Skate) Park	3901 Landis Street	A 19,300 SF facility featuring a flow bowl with spine ramp, street plaza with flow features, banks and transition ramps, street plaza A-frame with gap-and-rail features, signature mid-city ramp feature, beginner gap, rail, stair, and ledge features	0.8 miles southwest
Teralta Park	I-15 cover between Orange and Polk Avenues	Picnic area, playground, and informal play fields	0.3 miles northwest
Azalea Park and Recreation Center	2596 Violet Street	Recreation center, basketball court, children's play area, picnic tables, and amphitheater-like slope area	1.4 miles
Hollywood Park	Next to Azalea Park	Children's play area, two softball fields, and picnic areas	1.4 miles

According to the Mid-City Communities Plan, the project area has a parkland deficiency based on standards outlined in the General Plan (City of San Diego 1998). There are currently seven neighborhood parks and three community parks within Mid-City. A number of pocket parks and mini-parks have been added to assist with the overall deficiencies. Joint-use agreements for the use of school grounds for park purposes, including the turfing of school play fields, has also helped to alleviate the deficiencies.

The project would introduce approximately 140 new residents in the community and would feature a 5,300 SF outdoor recreation open space for use by residents. The applicant would be required to pay DIFs prior to issuance of building permits. The project would not necessitate the construction of additional recreational facilities that would result in impacts on the environment. Therefore, potential project-related impacts to park and recreation facilities would be less than significant.

7.1.12.4 Schools

The project site is located within the San Diego Unified School District (SDUSD), which serves over 130,000 students ranging from preschool through grade 12 in 226 educational facilities. Specifically, the project site is located within the attendance boundaries of Euclid Elementary School, Clark Middle School, and Hoover High School. Existing facilities, enrollment, and capacity information for project area schools is provided on **Table 7-5**, *Project Area Public Schools*. There are no identified deficiencies at these schools, and SDUSD currently does not have plans for new or expanded school facilities that would serve the project site.

Table 7-5
PROJECT AREA PUBLIC SCHOOLS

School	Facilities[a,b,c]	2019–2020 Enrollment (Students)[d]	Capacity (Students)[a,b,c]
Euclid Elementary School	13 Permanent Buildings 18 Permanent Classrooms 27 Portable Classrooms	504	844
Monroe Clark Middle School	57 Permanent Classrooms 5 Portable Classrooms	934	1,640
Hoover High School	27 Permanent Buildings 64 Permanent Classrooms 28 Portable Classrooms	2,196	2,321

Sources:
(a) San Diego Unified School District Long Range Facility Master Plan – Euclid Elementary School Facilities Assessment.
(b) San Diego Unified School District Long Range Facility Master Plan – Mann Middle School.
(c) San Diego Unified School District Long Range Facility Master Plan – Hoover High School.
(d) San Diego Unified School District 2019–2020 Enrollment Report, September 18, 2019.

Student-generation rates vary based on the type of project, number of units, bedroom mix, neighborhood, and other factors. To estimate the number of students generated by the 4th Corner Apartments Project, existing similar developments in the project vicinity were referenced, as well as the number of units provided by the project. Based on the existing similar projects, student generation rates for the project are shown in **Table 7-6**, *Estimated Project Student Generation*. Student-generation rates are the average from the existing development in the project area, with a low and high range.

Table 7-6
ESTIMATED PROJECT STUDENT GENERATION

Proposed Dwelling Units	Student-Generation Rate		Estimated Number of Students[a]
	Grade Level	Students per DU	
75	Grades K–5	0.036 to 0.073	3 to 5
	Grades 6–8	0.003 to 0.006	0 to 1
	Grades 9–12	0.012 to 0.024	1 to 2
		Total K–12	**4 to 8**

Notes:
DU = dwelling unit
[a] Rounded to the nearest whole number.

As noted above, the project would generate between 4 and 8 students. Given the available capacity in local public schools, the project can be accommodated by existing district schools at the elementary, middle, and high school levels. Furthermore, the applicant would be required to pay school fees in compliance with California Government Code Section 65995. Existing schools have sufficient capacity in the near term to serve these students, and the project would not result in the need for new or expanded school facilities.

7.1.12.5 Libraries

Library services are provided by the San Diego Public Library. City Heights is served by the City Heights/Weingart Branch Library and Performance Annex, located at 3795 Fairmount Avenue, approximately 3 miles south of the project site. The library underwent renovations and reopened in fall 2016.

The project would result in approximately 140 residents, based on a density factor of 1.86 persons per household. Even with the projected population increase, the existing library system would not be impaired, nor would additional or expanded library facilities be required. Residents may use the City Heights/Weingart Branch library or any branch library that is part of the San Diego Public Library system, which could adequately service the increase in residents from the project, and no new or altered facilities would be required. Library service impacts would be less than significant.

7.1.13 Tribal Cultural Resources

The City has not yet prepared Significance Determination Thresholds for potential impacts to tribal cultural resources. Therefore, for purposes of this analysis, guidance provided by issue questions listed in CEQA Guidelines Appendix G are used to evaluate the potential for significant impacts to tribal cultural resources. Specifically, a significant impact is identified if a project would cause:

- A substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
  - Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or
  - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The City of San Diego, as Lead Agency, determined that Tribal Cultural Resources pursuant to subdivision Public Resources Code Section (PRC) 5024.1(c) would not be potentially impacted through project implementation. In accordance with the requirements of PRC 21080.3.1, the City of San Diego provided formal notification to the Iipay Nation of Santa Isabel and the Jamul Indian Village, both traditionally and culturally affiliated with the project area, requesting consultation. No responses for consultation were received from the tribes within 30 days of the initial notification. The project would not cause a substantial adverse effect to tribal cultural resources, as there are no

recorded sites listed or sites eligible for listing in the California Register of Historical Resources (CRHR) or in a local register of historical resources as defined by the PRC. Therefore, the project would not impact a listed or eligible for listing resource or a significant resource to a California Native American tribe and less than significant impacts would occur.

7.1.14 Utilities and Service Systems

According to the City's Significance Determination Thresholds, public utility impacts may be significant if the project would:

- Use excessive amounts of potable water;
- Use predominantly non-drought-resistant landscaping and excessive water usage for irrigation and other purposes;
- Cause a significant increase in demand for public utilities;
- Result in direct impacts from the construction of new or expanded public utilities needed to serve the project; and/or
- Construct or demolish a commercial structure(s) of 40,000 SF or more.

With regard to the specific utility services affected by the project, the following discussion of water supply/conservation, water infrastructure, wastewater infrastructure, and solid waste management is provided.

7.1.14.1 Water Supply/Conservation

Under Senate Bill (SB) 610 (codified in the State Water Code beginning at Section 10910), a water supply assessment (WSA) must be furnished to cities and counties for inclusion in any environmental documentation of projects (defined in the Water Code) that propose to construct 500 DU or more of residential, or that will use an amount of water equivalent to what would be used by 500 DU of residential, and are subject to CEQA. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply or water supply verification (WSV). A WSA evaluates the water purveyor's ability to provide water supplies to a project during normal water supply year, a single dry water year, and multiple dry water years over a 20-year projection period, in addition to existing and planned future water demands within its jurisdiction. Because the 4th Corner Apartments Project proposes less than 500 DU, a WSA and WSV are not required.

The project would minimize its demand for potable water by complying with the City's Land Development Code (LDC) and CALGreen Code with regard to the installation of water conservation devices, such as low-flow toilets, showers, and faucets and low-flow irrigation, as noted in the project's CAP Consistency Checklist (Appendix E). In addition, the landscape plan contains drought-tolerant, native plants in its palette, which would further reduce the project's demand for potable water. Therefore, the project would not use excessive amounts of potable water.

7.1.14.2 Water Facilities

The project would connect to existing water lines adjacent to the site in Fairmount Avenue. Specifically, the project would require the installation of two 2-inch-diameter private water lines, an 8-inch-diameter private water line for fire service, and a 1-inch-diameter irrigation line. On-site water infrastructure would be designed and sized to meet the project's water needs in conformance with City standards. Therefore, the project would not require off-site pipeline upsizing or new water facilities. The project would not require the construction of new wastewater systems or require substantial alterations to existing utilities such that the construction would create physical impacts.

7.1.14.3 Wastewater Facilities and Treatment

The project would require the installation of a 6-inch-diameter private sewer lateral connecting to a sewer main in Fairmount Avenue. On-site wastewater infrastructure would be designed and sized to meet the project's needs in conformance with City standards. The project would generate approximately 34,517 gallons of sewage per day, which is equivalent to 0.00004 million gallons per day (MGD). The Point Loma Wastewater Treatment Plant (PLWWTP) serves the project area and has a total treatment capacity of 240 MGD and an average flow rate of 144 MGD, resulting in the available treatment capacity of 96 MGD. The project's addition of 0.00004 MGD to sewage flows to PLWWTP could be easily accommodated by the facility. Therefore, the project would not result in the need for new systems or require substantial alterations to existing utilities, the construction of which would create physical impacts.

7.1.14.4 Solid Waste Management

The project would not include construction of 1,000,000 SF or more and would not exceed the City's threshold for direct solid waste impacts. Because the project proposes construction of more than 40,000 SF, thereby exceeding the City's threshold for cumulative solid waste impacts, a Waste Management Plan (WMP) has been prepared to identify waste generation, reduction, recycling, and waste diversion measures (BRG 2020; Appendix I, *Waste Management Plan*, to this EIR). According to the 4th Corner Apartments Conceptual WMP, construction of the project would generate 706 tons of waste, including both demolition and construction. Of this total, 636 tons (90%) would be diverted from being deposited in local landfills, which exceeds the City's waste diversion goal of 75% waste diversion.

During the occupancy phase, it is estimated that 71 tons per year would be generated by the project. Compliance with City solid waste management ordinances, including SDMC Section 142.0810, *General Regulations for Refuse and Recyclable Material Storage*; SDMC Section 142.0820, *Refuse and Recyclable Materials Storage Regulations for Residential Development*; and SDMC Section 142.0830, *Refuse and Recyclable Materials Storage Regulations for Non-Residential Development*, would result in approximately 40% diversion. With diversion measures implemented, the project would result in 42.2 tons per year of solid waste disposal, which is below the City's CEQA Significance Determination Threshold for cumulative impacts.

Compliance with the City's solid waste ordinances and General Plan Conservation Element, as well as the implementation of the project's WMP as a condition of approval, the project would minimize impacts from solid waste generation. Therefore, the project would not result in the need for new

solid waste disposal systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts.

7.1.14.5 Electricity and Natural Gas

The existing overhead electrical facilities in the unnamed alley adjacent to the project site would be undergrounded along the eastern boundary from Polk Avenue to the southerly boundary of the project site. As discussed in Section 7.1.4, *Energy*, the project would not result in the need for new energy delivery systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts.

7.1.15 Visual Effects/Neighborhood Character

Based on the City's CEQA Significance Determination Thresholds that are applicable to the project, visual effects/neighborhood character impacts may be significant if the project meets the following criteria.

7.1.15.1 Neighborhood Character/Architecture

Projects that severely contrast with the surrounding neighborhood character. To meet this significance threshold, one or more of the following conditions must 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).

7.1.15.2 Development Features

Projects that have a negative visual appearance. To meet this significance threshold, one or more of the following conditions must apply:

- The project would create a disorganized appearance and would substantially conflict with City codes (e.g., a sign plan which proposes extensive signage beyond the City's sign ordinance allowance).
- The project significantly conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest (e.g., a tilt-up concrete building with no offsets or varying window treatment).

7.1.15.3 Light/Glare

Projects that would emit or reflect a significant amount of light and glare. To meet this significance threshold, one or more of the following must apply:

- 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.
- The project would 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.

However, on September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under CEQA for several categories of development projects including the development of infill projects in transit priority areas. The bill adds to the CEQA Statute, California Public Resources Code Chapter 2.7, Modernization of Transportation Analysis for Transit-Oriented Infill Projects, Section 21099. Pursuant to Section 21099(d)(1), "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The provisions of SB 743 apply to projects located on a "… lot within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses … and it is located within one-half mile of a major transit stop." As described in Chapter 3, *Project Description*, the 4th Corner Apartments Project would be considered an urban infill project located in a transit priority area. Therefore, the project is exempt from findings of significance related to aesthetic effects, including view, visual quality, and light and glare. Aesthetics and visual effects of the project are described below for informational purposes.

With regard to neighborhood character, the project would redevelop an existing developed site with affordable housing and community space situated in a highly urbanized area of the City Heights community. Because of its affordability, infill character, and proximity to high-quality transit, the project would qualify for several development incentives in accordance with Government Code Section 65915 and applicable density bonus laws. Included among those allowances is the proposal to construct a 62-foot-tall building, which would exceed the 50-foot height limit of the CU-2-5 zone. As shown in Figures 3-2, *Exterior Elevations (West and North)*, and 3-3, *Exterior Elevations (East and South)*, the project would feature architectural elements such as windows and balconies, and varied finishes and materials. The architectural features would provide vertical relief to the façades and create focal points around the project for both pedestrians and passing vehicles. The project's colors and materials would be selected to complement and blend with the adjacent development. The project would offer similar architectural detail and color palette to what exists in the nearby mixed-use development (i.e., City Heights Square). The project is not located on a street or other public area that offers framed public views of panoramic aesthetic features. The project would not degrade the visual character of the project site or its surroundings and would not create a negative aesthetic site or property.

Specific to its development features, the project site is located within an urbanized area of City Heights in a location where low and moderately statured structures occur. The area west of the project site is developed with commercial uses, as well as a five-story mixed-use (residential/commercial) development known as City Heights Square (structure heights surrounding the project site are shown in Figure 3-1, *Site Plan*). The areas immediately south of the project site and south of University Avenue are developed with one- to two-story structures containing retail, institutional, and recreational uses including the City Heights/Weingart Library and Performing Arts Center, the SDPD's Mid-City Command Facility, San Diego Community College Mid-City Campus, and the Mid-City Recreation Center. Two-story residential buildings predominate the area north of Polk Avenue and east of the alley behind the project site.

The project would construct a five-story structure that would be 62 feet in height. The building would be set back from Fairmount Avenue and feature landscaped planters and a widened sidewalk at the entrance to the building lobby. The entrance, lobby, residential leasing office, and lounge along Fairmount Avenue would be wrapped in a glass storefront that would span floor to floor and provide transparency and activation at the building frontage. The southern portion of the building frontage would provide four bays or niches within the façade for banners and artist installations. Flow-thru planters would be placed at ground level along the articulated eastern elevation, while the landscaped podium deck with resident open space would be visible from the adjacent alley, as shown in Figure 3-3, *Exterior Elevations (East and South)*. In addition to the building height increase, the requested development incentives that influence bulk and scale (i.e., maximum floor area ratio, building setbacks and building transparency) are allowed in accordance with the City's Affordable Housing regulations and Government Code Section 65915 as discussed in Chapter 3, *Project Description*. All of the architectural elements would combine to create a highly organized appearance, which would counter the proposed increases in bulk and scale.

With regard to light and glare, the project site is currently developed and features some overhead lighting, while the American Legion Hall structure is stucco and wood-sided with limited window glazing, which limits the amount of glare produced on site. The project area contains several lighting sources, such as streetlights and surrounding development lighting. The landscaping and architectural features on the proposed structure would be illuminated and accented with lighting. Two pedestrian acorn lights would be installed along Fairmount Avenue and additional lighting would be provided in the unnamed alley and parking garage to provide necessary security. All lighting would be regulated through compliance with City LDC Section 142.0740. The building façades would feature accent materials on the exterior (such as brick, concrete, and siding) to avoid excess glare, in accordance with LDC Section 142.0730. The project would not create a substantial source of new light or glare that would adversely affect daytime or nighttime views in the area.

7.1.16 Water Quality

Compliance with the water quality standards is ensured through permit conditions provided by LDR Engineering for private projects. Adherence to the City's stormwater regulations is, thus, considered adequate to preclude surface water quality impacts. Accordingly, conformance with the City's stormwater regulations is the applicable threshold. If it is determined that BMPs are to be used to protect a specific environmental resource (e.g., biological resources) and these BMPs are above and beyond what is required to achieve compliance with the City's Water Quality Standards, the impacts would be considered significant and the BMPs should be regarded as mitigation measures.

The project site is situated within the San Diego Mesa Hydrologic Unit (No. 907.00), Chollas Creek Hydrologic Area (No. 908.22), per the Water Quality Control Plan for the San Diego Basin. Chollas Creek Hydrological Area No. 908.22 is included in the most recent list of Clean Water Act Section 303(d) List of Water Quality Segments. The site runoff ultimately outfalls to Las Chollas Creek (impaired for copper, Diazinon, indicator bacteria, lead, phosphorus, total nitrogen as N, trash, and zinc) and then into San Diego Bay (impaired for polychlorinated biphenyls) pursuant to the 2010 303(d) list of water quality limited segments. The existing beneficial uses for Chollas Hydrologic Subarea include non-contact water recreation, warm freshwater habitat, and wildlife habitat. Approximately 72% of the project site is covered with impervious surfaces that contribute runoff to these outfall locations.

Based on the project's Preliminary Drainage Report (Change Consultants 2020; Appendix H1 to this EIR), which included the preparation of an infiltration feasibility analysis by Leighton and Associates (2020b), the project would result in 82% of the site being impervious and total runoff would increase from 3.0 to 3.5 cfs. The stormwater quality treatment design described in Chapter 3, *Project Description*, represents the preliminary treatment and hydromodification stormwater approach for the project. To compensate for the runoff increase and comply with the current MS-4 permit and City's Stormwater Manual, the project includes flow-through biofiltration planters to collect and treat runoff before it is discharge via new curb inlets to the off-site stormwater system. The improvements ensure that all on-site stormwater runoff, including roof and garage drainage, would be diverted to a private storm drain system and treated by the biofiltration areas and detained in accordance with the City's hydromodification requirements before being discharged. The treated and detained storm runoff would be conveyed to two discharge locations (i.e., one in the alley and the other to Fairmount Avenue, ultimately leading to outfalls to Las Chollas Creek and San Diego Bay. The on-site treatment BMPs outlined in the Preliminary Stormwater Quality Management Plan letter report (Kettler Leweck Engineering 2020 [included as Appendix H2 to this EIR]) would comply with the City's Stormwater Quality Standards. Therefore, less than significant water quality impacts are identified.

7.2 Growth Inducement

This analysis presents responses to each initial study checklist question and demonstrates why the Project's effects on growth inducement are not found to be significant. Based on the City's Initial Study Checklist, a proposal could result in significant growth inducement impacts if it would:

- Induce substantial population growth in an area, (for example, by proposing new homes and commercial or industrial businesses beyond the land use density/intensity envisioned in the community plan);
- Substantially alter the planned location, distribution, density, or growth rate of the population of an area; or
- Include extensions of roads or other infrastructure not assumed in the community plan or adopted Capital Improvements Project list, when such infrastructure exceeds the needs of the project and could accommodate future developments.

A project is regarded as growth-inducing if it can foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines Section 15126.2(d)). Included in this definition are projects that would remove

obstacles to population growth, such as extending public services into areas not previously served. Growth inducement can also be defined as an action that would encourage an increase in density of development in surrounding areas or encourage adjacent development. Growth should not be assumed to be beneficial, detrimental, or of little significance to the environment (CEQA Guidelines Section 15126.2(d)).

The project is an infill redevelopment project that would provide multifamily residential units within an urbanized area that has an existing circulation network and infrastructure in place to serve the development.

The project site and surrounding area are currently developed with residential, commercial, institution, and recreational uses with adequate utility services. While the project would add residential development, it would not result in substantial growth inducement because the site is previously developed and located in a developed community in the City of San Diego. The infill redevelopment nature of the project would not foster population growth, either directly or indirectly, as it would accommodate the population currently existing rather than opening up a new area of land for population growth. The project would not alter the planned location, distribution, density, or growth rate of City Heights, adjacent communities, or the City as a whole.

Although the project includes improvements to existing on-site utilities such as water, sewer, and electricity, these improvements would be sized to only serve the needs of the project and would not extend into previously unserved areas. No new infrastructure would be provided that would exceed the needs of the project and/or that could accommodate future growth not already planned for the project area. Additionally, the project site is currently developed with two structures and associated surface parking. Development of a new four-story mixed-use building with 75 DU, community space, and at-grade parking would not foster economic or population growth, either directly or indirectly, such that construction of additional housing in the surrounding area would be required. For these reasons, the project would not encourage or facilitate growth-inducing activities that could significantly affect the surrounding environment, individually or cumulatively.

7.3 Significant Environmental Effects that Cannot Be Avoided if the Project Is Implemented

CEQA Guidelines Section 15126.2(b) requires an EIR to identify significant environmental effects that cannot be avoided if the project is implemented (14 CCR 15000 et seq.). As discussed in Chapter 5, *Environmental Analysis*, implementation of the project would result in significant and unmitigated impacts to Land Use (policy inconsistency) and Historic Resources (built environment).

The project would demolish the American Legion Hall Post 201 at 4061 Fairmount Avenue, which is a significant historical resource. Demolition would not be consistent with the *Secretary of Interior's Standards for the Treatment of Historic Properties* (36 Code of Federal Regulations part 68) and their applicable guidelines, because the historical character of the resource would not be retained or preserved. Full demolition as proposed would be considered a significant and unmitigable impact. The applicant would be required to implement Mitigation Measures HR-1, HR-2, HR-3, and HR-4 outlined in Section 5.3, *Historical Resources*, of this EIR. Implementation of those mitigating measures would reduce the project's impacts to historical resources, but not to below a level of significance. Because the historic resources impacts would not be fully mitigated, the project would also conflict

with applicable policies in the General Plan and Mid-City Communities Plan related to historic preservation. The land use policy inconsistency would be a significant and unmitigated impact of the project. Furthermore, the project would have a considerable contribution to cumulatively significant and unmitigated impacts to historic resources and land use policy within the city. As such, the project's impact would be considered significant and unavoidable, and a statement of overriding considerations would be required as part of the approval process, in accordance with CEQA Guidelines Section 15093.

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8. PROJECT ALTERNATIVES

8.1 Introduction

In accordance with CEQA Guidelines Section 15126.6(a), an EIR must contain a discussion of "a range of reasonable alternatives to the project, or to the location of a 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 15126.6(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."

The following discussion focuses on project alternatives that are capable of eliminating significant environmental impacts or substantially reducing them as compared to the project, even if the alternative would impede the attainment of some project objectives, or would be more costly. In accordance with CEQA Guidelines Section 15126.6(f)(1), among the factors that may be taken into account when addressing the feasibility of alternatives are: (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 the alternative site. Not one of these factors establishes a fixed limit on the scope of reasonable alternatives. An alternative does not need to be considered if its environmental effects cannot be reasonably ascertained and if implementation of such an alternative is remote or speculative.

The evaluation of individual alternatives considered in detail is provided in Sections 8.4.1 through 8.4.3, with summary of the project alternatives and identification of the environmentally superior alternative outlined in Section 8.5. A matrix comparing the alternatives analyzed in detail is provided thereafter.

8.2 Summary of Project Objectives and Significant Effects

As required in CEQA Guidelines Section 15126.6(a), in developing the alternatives to be addressed in this section, consideration was given regarding an alternative's ability to meet most of the basic objectives of the project. These objectives are presented in Chapter 3, *Project Description*, of this EIR and are provided below for ease of reference:

8.2.1 Project Objectives

The project objectives associated with the 4th Corner Apartment Project are as follows:

- Assist the City of San Diego in expanding its regional housing stock of rental housing in accordance with the goals established in the General Plan Housing Element;
- Maximize the supply of affordable family housing rental units in City Heights community for low-income households;
- Create a coherent and cohesive building site and site design that is compatible in scale and character and enhances the existing community character and streetscape in the City

Heights community, in accordance with the Mid-City Communities Plan and other applicable regulations;

- Take advantage of charitably donated land in City Heights to minimize the need for additional financial resources earmarked for affordable housing developments;
- Redevelop the project site to cluster high-density housing opportunities along transportation corridors in the City Heights community where transit and other amenities are readily available;
- Use architecture and design elements to ensure high-quality aesthetics, transparency, space efficiencies, and community/resident security;
- Create ground-floor community meeting space that is available for convenient use by the general public; and
- Complete the redevelopment of properties at the intersection of University and Fairmount Avenues.

8.2.2 Significant Impacts of the Proposed Project

Based on the analysis contained in Chapter 5, *Environmental Review*, the project would result in the potential for significant impacts to land use (plan inconsistency related to loss of significant historical resource), historical resources (direct impact to significant historic structure) and noise (construction noise). Mitigation measures have been identified that would reduce impacts to the significant historic structure, to the extent feasible, but impacts to land use and historic resources would remain significant and unmitigated. Impacts to noise would be reduced to below significance with mitigation incorporated.

In accordance with CEQA Guidelines Section 15126.6(c), the following analysis of project alternatives is preceded by a brief description of the rationale for selecting the alternatives to be discussed. In addition, alternatives that were considered but rejected are also identified.

It should be noted that CEQA does not compel a lead agency to adopt an alternative that is less environmentally damaging than the project, but only to identify feasible alternatives that could avoid or substantially lessen the project's significant environmental effects. The California Legislature declared in CEQA that "in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof" (Public Resources Code Section 21002).

8.3 Alternatives Considered but Rejected

In accordance with CEQA Guidelines Section 15126.6(f)(2)(A), alternative locations for the project would be considered if "any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." If the project were developed on an alternative site in the community or other areas of the city or county, significant environmental impacts could result that would not occur with the proposed development of the project site.

8.3.1 Alternative Project Location

Off-site alternatives should be considered if development of another site is feasible and if development of another site would substantially lessen or avoid the significant impacts of the project. Factors that need to be considered when identifying an off-site alternative include the size of the site, its location, the General Plan (or other applicable planning document) land use designation, availability of infrastructure, and whether or not the applicant can reasonably acquire, control, or otherwise have access to the alternative site.

The City Heights community is essentially built out. The primary transit corridor in the project area occurs along University Avenue, which leads to the City Heights Transit Plaza. Given that the primary objectives of the project are to construct affordable housing combined with community meeting space near high-quality transit services near the Fairmount Avenue/University Avenue intersection, there are no other properties available of sufficient size that have not already undergone redevelopment. In addition, because of the age of development in the neighborhood, properties nearby may contain older structures whose removal could contribute to the cumulative loss of historic resources within the San Diego region. Finally, relocating to the project to an alternative location would not allow the applicant to take advantage of charitably donated land in City Heights to minimize the need for additional financial resources earmarked for other affordable housing developments. For these reasons, there are no other reasonable alternative locations for the 4th Corner Apartments Project in the City Heights community that would meet the project's objectives and avoid or reduce the unmitigated impacts of the project. Therefore, an alternative project location was not studied further.

8.3.2 Relocation Alternative

The Relocation Alternative would relocate the American Legion Hall structure to a new location prior to initiating construction on the project site. Once relocated, rehabilitation consistent with the Secretary of Interior Standards would be implemented to enable its sale to a third party for reuse. This alternative would transfer the structure's historical designation status to the new site, thus freeing up the project site for the implementation of the 4th Corner Apartments Project as proposed.

For this alternative, an investigation was undertaken to explore the option of relocating the designated historical resource at 4061 Fairmount Avenue to an appropriate site for rehabilitation and reuse. Vacant and for-sale lots of sufficient size (i.e., 5,000 to 20,000 square feet [SF]) in the older neighborhoods of Uptown, North Park, Normal Heights, Golden Hill, Southeast San Diego, Kensington-Talmage, and City Heights were surveyed for candidate relocation sites (OPC 2020). Twelve potential relocation sites were preliminarily identified and evaluated for their ability to receive the American Legion Hall structure. Based on the appropriate relocation siting criteria in the Historical Resources Guidelines in the Land Development Code, an appropriate relocation site shall duplicate, as closely as possible, the original location in terms of size, topography, neighborhood setting, orientation, and site landscaping. From the preliminary screening, one site on 46th Street in City Heights (3062 46th Street) was determined to be most suitable, while a second site in Uptown along Pennsylvania Avenue was identified as the second best site but is less suitable because it is situated in a residential neighborhood, features sloped canyon terrain, and contains older structures (i.e., over 45 years of age) making it less desirable as a receiving site for the American Legion Hall. Most of the candidate sites were deemed unsuitable based on the basic siting parameters (OPC 2020).

Although the candidate relocation site at 3062 46th Street is level, large enough to accommodate the historic resource, located within the City Heights community, and features alley access, relocating the American Legion Hall to the 46th Street site would place a commercial community building in a single-family residential neighborhood, which is not a similar setting as its current location. In addition, an older structure (i.e., over 45 years of age) is situated on the relocation site that would require a historical resources evaluation and possibly mitigation to offset its removal to make way for the American Legion Hall. Furthermore, relocation of a commercial structure to a site zoned for single-family residential would require approval of a conditional use permit (CUP).

Even though a potentially suitable site for relocation of the historic structure was identified, this alternative was not considered for detailed review because it would prevent the applicant from achieving the basic objectives for the project. For example, relocating the American Legion Hall to 46th Street would not be compatible in character or enhance the existing community character in the City Heights community. At the 46th Street relocation site, the community space would be more than 0.5 miles to a bus stop and not located in a transit priority area. In addition, the relocation costs would require the applicant to divert financial resources away from the construction of the affordable housing development to the relocation of the American Legion Hall. Therefore, the Relocation Alternative was not considered for further analysis.

8.4 Alternatives Considered

Table 8-1, *Key Features Comparison – Project and Alternatives*, contains a summary of the key project design features of the 4th Corner Apartments Project and the design alternatives presented in this subsection.

Table 8-1
KEY FEATURES COMPARISON – PROJECT AND ALTERNATIVES

Name	Project	No Project/ No Development Alternative	Full Rehabilitation Alternative	Partial Rehabilitation Alternative
Historic Building Use	No	Yes	Yes	Yes
Residential Building (SF)	100,435	N/A	77,000	91,200
Residential Units (DU)	75	N/A	59	71
Residential Mix (2bd/3bd)	55/20	N/A	43/16	51/20
Non-residential Community Space (SF)	1,818	7,936	2,240	1,890
Outdoor Recreation Courtyard	5,300	N/A	4,000	4,000

Sources: Dess Partners Architecture 2020a; Dess Partners Architecture 2020b.
Notes:
SF = square feet; DU = dwelling unit; 2bd = two-bedroom unit; 3bd= three-bedroom unit; N/A = not applicable

8.4.1 No Project/No Development Alternative

Consideration of a no project alternative is required by CEQA Guidelines Section 15126.6(e). The analysis of a no project alternative must discuss the existing conditions at the time the Notice of Preparation was published (i.e., August 25, 2017), as well as "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" [CEQA Guidelines

Section 15126.6(e)(2)]. The requirements also specify that, "If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this 'no project' consequence should be discussed" [CEQA Guidelines Section 15126.6(e)(3)(B)]. The purpose of describing and analyzing a no project alternative is to allow decision-makers to compare the impacts of approving a project with the impacts of not approving the project.

Under the No Project/No Development Alternative for this EIR, construction of the 4th Corner Apartment Project would not occur. The site would remain as it is today as described in Chapter 2, *Environmental Setting*. Specifically, the vacant commercial structure at 4061 Fairmount Avenue would remain. The at-grade parking lot, small storage shed, urban gardens, underground utilities, concrete hardscaping, and perimeter security fencing would remain on site. No changes to the existing site would occur under the No Project/No Development Alternative.

Because no affordable family housing would be constructed, this alternative would not achieve the project's basic objectives related to assisting the City of San Diego by expanding its regional housing stock of rental housing; maximizing the supply of affordable family housing rental units in City Heights; creating a coherent and cohesive building site; redeveloping the project site to cluster high-density housing opportunities along transportation corridors; and completing the redevelopment of properties at the intersection of University and Fairmount Avenues.

8.4.1.1 Environmental Analysis

Land Use

Under the No Project/No Development Alternative, the existing structures and uses would continue to exist on the project site consistent with the General Plan, Mid-City Communities Plan, and zoning for the project site. Without the demolition of the American Legion Hall, there would not be a physical impact to historic resources and no land use policy impacts would occur. Therefore, significant and unmitigated impacts to land use would be avoided by this alternative.

Transportation and Circulation

The existing uses would continue to contribute daily vehicle trips to the project area. Site users could access alternative transportation modes, including transit, bicycles, and sidewalks to circulate around and access the site. No changes in average daily trips or vehicle miles traveled (VMT) would occur under the No Project/No Development Alternative. Given that the project is presumed to have a less than significant transportation impact, this alternative would not lessen or avoid significant project impacts.

Historical Resources

Under the No Project/No Development Alternative, the existing historic structure at 4061 Fairmont Avenue would not be demolished and the multifamily residences would not be constructed. This alternative would avoid the demolition of the 4061 Fairmont Avenue, thereby avoiding the project's significant and unmitigated impact to historical resources.

Noise

Because no grading, construction, or other site disturbance would be required, this alternative would also avoid the potentially significant impacts from construction noise, which would affect nearby sensitive receptors.

8.4.2 Full Rehabilitation Alternative

In an effort to avoid significant and unmitigated historic resources and land use impacts associated with demolishing the American Legion Hall, a locally-designated historic structure, the Full Rehabilitation Alternative was developed with input from the City's Historical Resources Board (HRB). Under this alternative, the historic structure would be retained on site, rehabilitated (e.g., repairs and updated windows, plumbing, flooring, finishes, and roofing), and repurposed to provide community space/office/kitchen/storage areas. The affordable housing units would be constructed in an approximately 77,000 SF, five-story structure to the south of the rehabilitated structure and above the ground-floor parking garage. Retention of the existing historic structure would reduce the on-site developable lot area by over 8,000 SF, resulting in fewer affordable residential units (i.e., 59 dwelling units [DU] as compared to 75 DU) with a higher mix of two-bedroom than three-bedroom units. A potential layout for the various levels of the Full Rehabilitation Alternative is provided in **Figure 8-1a**, *Full Rehabilitation Alternative Street Level Layout*, and **Figure 8-1b**, *Full Rehabilitation Alternative 2nd Level Layout*. In comparison to the project, there would be less architectural transparency along the street frontage with the American Legion Hall façade retained in place; transparency is a goal of the CUPD regulations and Mid-City Communities Plan.

The rehabilitated structure would house approximately 4,000 SF of office/storage area and residential amenities and approximately 2,240 SF of community space (consisting of a community room and circulation area). Access to the community meeting space would be from the parking garage as compared to the project where there would be a dedicated entrance off the street (as shown in Figure 8-1a). The 21% reduction in residential unit count (i.e., 16 fewer affordable housing units) would also reduce the space dedicated to residential amenities (i.e., 4,000 SF outdoor recreational courtyard as compared to the proposed 5,300 SF area) (refer to Figure 8-1b). On-site parking supply would consist of 66 vehicular spaces in the ground-level parking garage. The adjacent alley would continue to be the primary entrance to the parking garage, similar to the project. Dedication of a 2.3-foot-wide stretch of property across the project frontage to construct a 10-foot-wide parkway with associated streetscape improvements would similarly be implemented along Fairmount Avenue upon closure of the existing driveways. An above-grade exterior bridge connection would be constructed to link the upper level of the historic structure with the second floor of the residential structure. All other features of the proposed development would be the same as the project.

The Full Rehabilitation Alternative would achieve some but not all of the project objectives in that only 78% of the project site would be available for affordable housing development resulting in16 fewer affordable housing units being constructed on site. This reduction in housing units would be inconsistent with City housing policies related to the need to construct rental housing to address low vacancies and supply and, in particular, in City Heights where there is a demonstrated need for affordable housing. In comparison to the project, there would be less architectural transparency along the street frontage with the American Legion Hall façade retained in place; transparency is a goal of the CUPD regulations and Mid-City Communities Plan. The Full Rehabilitation Alternative

would also result in space inefficiencies related to having the community meeting space situated behind the storefront office space, thus making the space only accessible from the parking garage and introducing site security concerns related to non-resident access to the property. The alternative building configuration would also result in internal space inefficiencies with regard to resident amenities (i.e., second-story resident lounge inside the rehabilitated structure). Finally, because rehabilitation of the structure would require additional financial resources, the applicant would have to rely on financial resources earmarked for other affordable housing developments to implement the project.

8.4.2.1 Environmental Analysis

Land Use

Implementation of the Full Rehabilitation Alternative would include the construction of both residential and non-residential spaces, consistent with the mixed-use designations in the General Plan and Mid-City Communities Plan. Based on density bonus laws, the project would be a permitted use in the CUPD with development incentives. A significant land use impact related to the demolition of the American Legion Hall would be avoided by this alternative.

Transportation/Circulation

The proposed residential and non-residential (community) uses would be expected to generate fewer daily vehicle trips to the project site than the proposed project due to the reduced number of dwelling units. Site users could access alternative transportation modes, including transit, bicycles, and sidewalks to circulate around and access the site. Because the project is proposed in a VMT-efficient area, the alternative would also be presumed to have a less than significant transportation impact. This alternative would be a reduction in residential capacity. Given that the project would result in less than significant transportation impact, the Full Rehabilitation Alternative would not lessen or avoid significant project impacts.

Historical Resources

This alternative would rehabilitate and avoid the demolition of the American Legion Hall at 4061 Fairmont Avenue. Full rehabilitation of the structure would be consistent with the *Secretary of Interior Standards for the Treatment of Historic Properties*. Therefore, significant and unmitigated project impacts to a listed historical resource would be avoided by the Full Rehabilitation Alternative. However, as described in Section 5.3, *Historic Resources*, the American Legion Hall does not merit listing on the National Register of Historical Places (NRGP) or California Register of Historic Resources (CRHR) and was not listed locally for its architecture, but rather for its association with events, persons and master architect. Therefore, full rehabilitation of the American Legion Hall would not address the reasons for its local listing but would preserve the structure's contribution to local events, persons, and history.

Noise

Because a similar amount daily construction activity would be required, this alternative would result in potentially significant impacts from construction noise, which would affect nearby sensitive receptors. Mitigation would be required to reduce the impacts to less than significant impacts.

8.4.3 Partial Rehabilitation Alternative

In an effort to reduce significant and unmitigable historic resources and land use policy impacts associated with demolishing the American Legion Hall, a locally designated historic structure, the Partial Rehabilitation Alternative was developed with input from the HRB. Under the Partial Rehabilitation Alternative, the front (two-story) portion of the American Legion Hall would be retained on site, rehabilitated, and used to provide office and resident amenity space. The rear (single-story) portion of the American Legion Hall would be demolished to make way for the first-floor community space and resident amenities behind the two-story rehabilitated structure. Residential units would be constructed above the new community meeting space.

Based on a preliminary layout, this alternative would involve the construction of an approximately 91,200 SF, five-story residential structure, including 3,250 SF residential amenities and 1,890 SF of ground-floor community space inside the first floor of the new structure. Access to the space would be from the parking garage as compared to the project where there would be a dedicated entrance off the street. The retained two-story historic structure would be connected to the new residential structure at the second-story level and provide resident lounge space on its second level. Under this alternative, the reduced site area available for residential development would result in the construction of 71 DU (i.e., a four-unit and eight-bedroom reduction from the project) with over twice as many two-bedroom units as three-bedroom units, similar to the unit mix for the project. The reduced residential unit count would also reduce the space dedicated to residential amenities (i.e., 4,000 SF recreational courtyard as compared to the proposed 5,300 SF area). Similar to the project, 67 parking spaces would be situated in a street-level parking garage with alley access. All other features of the proposed development would be provided, including enhanced streetscape improvements implemented along Fairmount Avenue upon closure of the existing driveways. A potential layout for the various levels of the Partial Rehabilitation Alternative is provided in **Figure 8-2a**, *Partial Rehabilitation Alternative Street Level Layout*, through **Figure 8-2b**, *Partial Rehabilitation Alternative 2nd Level Layout*.

The Partial Rehabilitation Alternative would achieve some but not all of the project objectives in that fewer family units would be constructed compared to the project, which would be inconsistent with City housing policies related to the need to construct rental housing to address low vacancies and supply, in particular affordable housing in City Heights. In addition, retention of the American Legion Hall structure along Fairmount Avenue would not produce the same amount of architectural transparency intended to activate the streetscape as the project as envisioned in the Mid-City Communities Plan and CUPD development regulations. The Partial Rehabilitation Alternative would also result in space inefficiencies related to having the community meeting space situated behind and disconnected from the storefront office space, thus making it only accessible from the parking garage and introducing site security concerns related to non-resident access to the property (Figure 8-2a). The alternative building configuration would also result in internal space inefficiencies with regard to resident amenities (i.e., second-story resident lounge inside the rehabilitated structure and disconnected from the other resident amenity space on the ground floor) (refer to Figure 8-2b). In addition, because rehabilitation of the structure would require additional financial resources, the applicant would have to rely on resources earmarked for other affordable housing developments to implement the project.

8.4.3.1 Environmental Analysis

Land Use

Implementation of the Partial Rehabilitation Alternative would include the construction of both residential and non-residential spaces, consistent with the mixed-use designations in the General Plan and Mid-City Communities Plan. Based on density bonus laws, the project would be a permitted use in the CUPD with development incentives under density bonus laws. ~~A~~ The significant and unavoidable land use impact related to the demolition of the American Legion Hall would not be avoided by this alternative, as discussed below under *Historical Resources*. In consistencies with the architectural transparency regulations in the CUPD and urban design policies in the Mid-City Communities Plan would occur under this alternative.

Transportation/Circulation

The proposed residential and non-residential (community) uses would be expected to generate average daily vehicle trips similar to the proposed project due to the slight reduction in the number of dwelling units. Site users could access alternative transportation modes, including transit, bicycles, and sidewalks to circulate around and access the site. Because the project is proposed in a VMT-efficient area, the alternative would also be presumed to have a less than significant transportation impact. Given that the project is presumed to have a less than significant transportation impact, the Partial Rehabilitation Alternative would not lessen or avoid significant transportation impacts.

Historical Resources

Rehabilitation and repurpose of the two-story section of the American Legion Hall would not eliminate the physical impact to the historical resource because the building merited listing on the local register under Criteria A (Community Development), B (Historical Personage), and D (Master Builder), but not for its architectural significance associated with Criterion C (Design and Construction). Retaining the two-story portion of the building would preserve some of the building's integrity of association with its Master Builder noted under Criterion D. However, demolition would significantly impact the building's integrity under both Criteria A and B. Therefore, the mitigation measures required for the Project would be unchanged and required for this alternative. ~~This alternative would partially rehabilitate and avoid the demolition of the American Legion Hall at 4061 Fairmont Avenue. Partial rehabilitation of the structure would be consistent with the *Secretary of Interior Standards for the Treatment of Historic Properties*. Therefore, significant and unmitigated project impacts to a listed historical resource would be reduced by the Partial Rehabilitation Alternative. However, as~~ As described in Section 5.3, *Historic Resources*, the American Legion Hall does not merit listing on the NRHP or CRHR and was not listed locally for its architecture, but rather for its association with events and persons and master architect. Therefore, partial rehabilitation of the American Legion Hall would not address the reasons for its local listing but would partially preserve the structure's contribution to local events, persons, and history. Therefore, the Partial Rehabilitation Alternative would lessen but not eliminate the Project's significant and unavoidable impacts to land use and historic resources.

Noise

Because a similar amount daily construction activity would be required, this alternative would result in potentially significant impacts from construction noise, which would affect nearby sensitive receptors. Mitigation would be required to reduce the impacts to less than significant impacts.

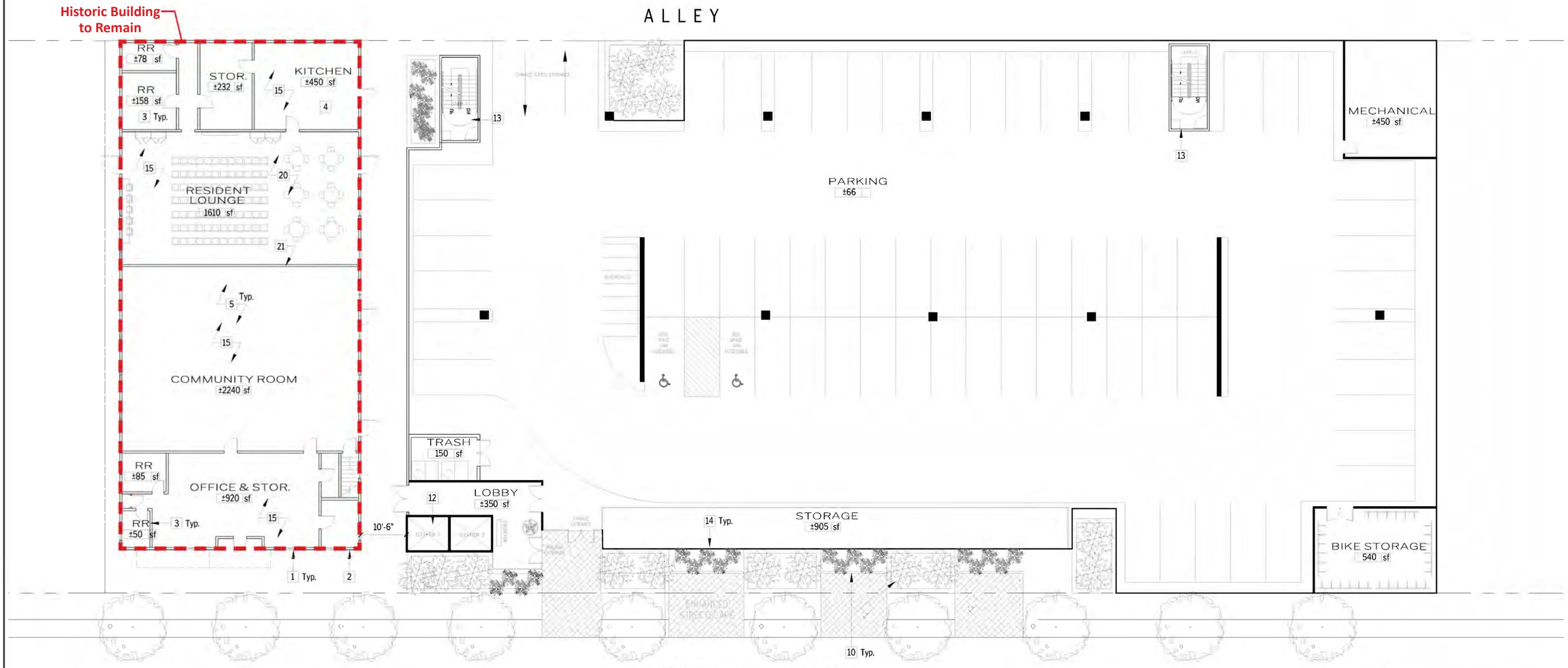
8.5 Summary of Project Alternatives

The project alternatives discussed in this section are intended to avoid or substantially lessen one or more of the significant impacts identified for the project below a level of significance. A summary comparison of impact levels for the issues identified as significant under the project is provided in **Table 8-2**, *Project Alternatives Summary of Impacts*. Based on that information and the discussions in Sections 8.4.1 through 8.4.3, the Full Rehabilitation Alternative would be the environmentally superior alternative. Specifically, this alternative would avoid all significant and unavoidable historic resources impacts associated with the project by not demolishing any of the locally listed historical resource, which would also avoid significant and unmitigated land use impacts related to the conflict with historic preservation policy.

Table 8-2
PROJECT ALTERNATIVES SUMMARY OF IMPACTS

Environmental Issue[a]	Project	No Project/ No Development Alternative	Full Rehabilitation Alternative	Partial Rehabilitation Alternative
Land Use	SU	N	LS	~~LS~~SU-
Transportation/Circulation	LS	N	LS-	LS-
Historical Resources	SU	N	LS	~~LS~~SU-
Noise	SM	N	SM	SM

Notes:
[a] Only the environmental effects contained in Chapter 5 are included in this comparison matrix.
SU=significant and unmitigated; SM=significant but mitigable; LS=less than significant; N=no impact
- = Less than the project
+ = More than the project



Notes

1. All windows to be replaced in-kind
2. All Stucco to be repaired or patched as necessary
3. All restrooms to have plumbing repaired and updated to meet ADA requirements and all fixtures replaced
4. Existing Kitchen to be removed and replaced with new kitchen
5. Flooring and all finishes to be updated for all rooms in (E) building
6. Demo opening for New Window to match original building plans(Alt 2)
7. Door, stair and railing to be removed: Patch with stucco (Alt 2)
8. Restroom to removed, patch existing plumbing and refinish (Alt 2)
9. Demo for New Storefront (Alt 2)
10. New Planter
11. New Door
12. New Elevator
13. New Stairwell
14. New CMU Wall
15. Install new fire sprinklers throughout
16. Install new Class A Built-Up roofing (Alt 1)
17. New Exterior Bridge Connection to Existing Building, Upper Floor
18. New Laundry Room, include new plumbing connections
19. Demolish existing walls and doors, patch and repair as appropriate
20. New Conditioned and Finished Resident Lounge
21. New Full-Height Partition Wall

Not to Scale

Legend

- New Wall
- # Key Note
- Property Line

Source: BESS Architecture 2020

Figure 8-1a

Full Rehabilitation Alternative Street Level Layout

4TH CORNER APARTMENTS PROJECT EIR

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Notes

1. All windows to be replaced in-kind
2. All Stucco to be repaired or patched as necessary
3. All restrooms to have plumbing repaired and updated to meet ADA requirements and all fixtures replaced
4. Existing Kitchen to be removed and replaced with new kitchen
5. Flooring and all finishes to be updated for all rooms in (E) building
6. Demo opening for New Window to match original building plans(Alt 2)
7. Door, stair and railing to be removed; Patch with stucco (Alt 2)
8. Restroom to removed, patch existing plumbing and refinish (Alt 2)
9. Demo for New Storefront (Alt 2)
10. New Planter
11. New Door
12. New Elevator
13. New Stairwell
14. New CMU Wall
15. Install new fire sprinklers throughout
16. Install new Class A Built-Up roofing (Alt 1)
17. New Exterior Bridge Connection to Existing Building, Upper Floor
18. New Laundry Room, include new plumbing connections
19. Demolish existing walls and doors, patch and repair as appropriate
20. New Conditioned and Finished Resident Lounge
21. New Full-Height Partition Wall

Not to Scale

Legend

New Wall

Key Note

Property Line

Source: DESS Architecture 2020

Figure 8-1b

Full Rehabilitation Alternative 2nd Level Layout

4TH CORNER APARTMENTS PROJECT EIR

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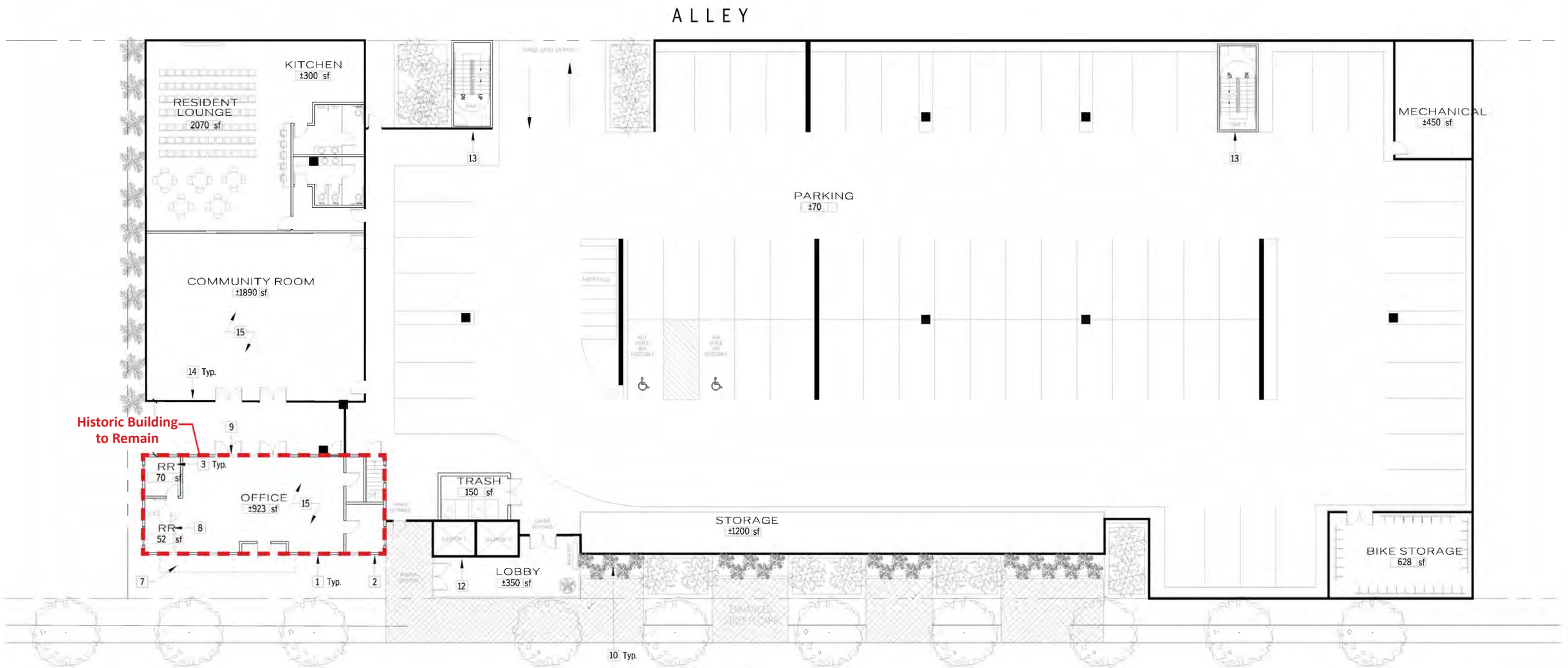

Notes

1. All windows to be replaced in-kind
2. All Stucco to be repaired or patched as necessary
3. All restrooms to have plumbing repaired and updated to meet ADA requirements and all fixtures replaced
4. Existing Kitchen to be removed and replaced with new kitchen
5. Flooring and all finishes to be updated for all rooms in (E) building
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8. Restroom to removed, patch existing plumbing and refinish (Alt 2)
9. Demo for New Storefront (Alt 2)
10. New Planter
11. New Door
12. New Elevator
13. New Stairwell
14. New CMU Wall
15. Install new fire sprinklers throughout
16. Install new Class A Built-Up roofing (Alt 1)
17. New Exterior Bridge Connection to Existing Building, Upper Floor
18. New Laundry Room, include new plumbing connections
19. Demolish existing walls and doors, patch and repair as appropriate
20. New Conditioned and Finished Resident Lounge
21. New Full-Height Partition Wall

Not to Scale

Legend

- New Wall
- # Key Note
- Property Line

Source: DESS Architecture 2020

Figure 8-2a

Partial Rehabilitation Alternative Street Level Layout

4TH CORNER APARTMENTS PROJECT EIR

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Notes

1. All windows to be replaced in-kind
2. All Stucco to be repaired or patched as necessary
3. All restrooms to have plumbing repaired and updated to meet ADA requirements and all fixtures replaced
4. Existing Kitchen to be removed and replaced with new kitchen
5. Flooring and all finishes to be updated for all rooms in (E) building
6. Demo opening for New Window to match original building plans(Alt 2)
7. Door, stair and railing to be removed; Patch with stucco (Alt 2)
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18. New Laundry Room, include new plumbing connections
19. Demolish existing walls and doors, patch and repair as appropriate
20. New Conditioned and Finished Resident Lounge
21. New Full-Height Partition Wall

Not to Scale

Legend

- New Wall
- # Key Note
- Property Line

Source: DES5 Architecture 2020

Figure 8-2b

Partial Rehabilitation Alternative 2nd Level Layout

4TH CORNER APARTMENTS PROJECT EIR

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9. MITIGATION, MONITORING, AND REPORTING PROGRAM

9.1 General Requirements

As lead agency for the project under the California Environmental Quality Act, the City of San Diego will administer the Mitigation, Monitoring, and Reporting Program (MMRP) for the following environmental issue areas as identified in the 4th Corner Apartments Project EIR: Historical Resources and Noise. The mitigation measures identified below include all feasible measures from the 4th Corner Apartments Project EIR (SCH No. 2017081051; Project No. 661800). This MMRP shall be made a requirement of project approval.

California Public Resources Code Section 21081.6 requires a lead or responsible agency that approves or carries out a project where an EIR has identified significant environmental effects to adopt a "reporting or monitoring program for adopted or required changes to mitigate or avoid significant environmental effects." The City of San Diego is the lead agency for the 4th Corner Apartments Project EIR and, therefore, must ensure the enforceability of the MMRP. An EIR has been prepared for this project that addresses potential environmental impacts and, where appropriate, recommends measures to mitigate these impacts. As such, an MMRP is required to ensure that adopted mitigation measures are implemented.

A. GENERAL REQUIREMENTS – PART I: Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice to Proceed for a subdivision, or any construction permits, such as demolition, grading, or building, or beginning any construction-related activity on site, the Development Services Department (DSD) director's environmental designee (ED) shall review and approve all construction documents (CDs) (plans, specification, details, etc.) to ensure that MMRP requirements are incorporated into the design.
2. In addition, the ED shall verify that the MMRP conditions/notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading "**ENVIRONMENTAL/MITIGATION REQUIREMENTS**."
3. These notes must be shown within the first three sheets of the CDs in the format specified for engineering CD templates as shown on the City website:

   http://www.sandiego.gov/development-services/industry/standtemp.shtml

4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.
5. **SURETY AND COST RECOVERY:** The DSD director or city manager may require appropriate surety instruments or bonds from private permit holders to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

B. GENERAL REQUIREMENTS – PART II: Post Plan Check (after permit issuance/prior to start of construction)

1. **PRE CONSTRUCTION MEETING IS REQUIRED 10 WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the permit holder's representative(s), job site superintendent, and the following consultants:

   Qualified Historian

   Note: Failure of all responsible permit holder's representatives and consultants to attend shall require an additional meeting with all parties present.

   CONTACT INFORMATION:

   a) The PRIMARY POINT OF CONTACT is the **RE** at the **Field Engineering Division – 858.627.3200**

   b) For Clarification of ENVIRONMENTAL REQUIREMENTS, applicant t is also required to call the **RE and MMC at 858.627.3360**

2. **MMRP COMPLIANCE:** This project, Project Tracking System No. 661800 and/or Environmental Document No. 661800, shall conform to the mitigation requirements contained in the associated environmental document and implemented to the satisfaction of the DSD's ED (MMC) and the city engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e., to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.).

   Note: Permit Holder's Representatives must alert the RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by the RE and MMC BEFORE the work is performed.

3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the permit holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution, or other documentation issued by the responsible agency:

   None Required

4. **MONITORING EXHIBITS:** All consultants are required to submit, to the RE and MMC, a monitoring exhibit on a 11x17-inch reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.

NOTE: Surety and Cost Recovery – When deemed necessary by the DSD director or city manager, additional surety instruments or bonds from the private permit holder may be required to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

5. **OTHER SUBMITTALS AND INSPECTIONS:** The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

Table 9-1
DOCUMENT SUBMITTAL/INSPECTION CHECKLIST

Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
Historical Resources	Historic American Building Survey	Prior to Demolition Permit
Noise	Noise Control Plan	Prior to Preconstruction Meeting
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

9.2 Historical Resources

The following measures shall be implemented in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations, of the Land Development Code:

HR-1 Historic American Building Survey.

Prior to Issuance of a Demolition Permit:

A. A Historic American Buildings Survey (HABS) shall be submitted to staff of the Historical Resources Board (HRB) for review and approval and shall include the following:

1. Photo Documentation

(a) HABS documentation shall include professional-quality photo documentation of the resource prior to any construction at the site. Pictures should be 35 millimeter black-and-white photographs, 4x6-inch standard format. Photographs should be taken of all four elevations with close-ups of select architectural elements such as roof/wall junctions, window treatments, decorative hardware, etc. Photographs should be of archival quality and easily reproducible.

(b) Once the HABS documentation is deemed complete, one set of original HABS photographs shall be submitted for archival storage to the California Room of the City of San Diego Public Library and to the San Diego Historical Society.

2. Required Drawings

   (a) Measured drawings of the historic building's existing conditions and associated features: Any features of the building that are not original shall be called out as such. The drawings shall be produced in ink on translucent material or archivally stable material. Drawings shall be either 19x24 inches or 24x36 inches with a standard 0.25-inch scale.

   (b) When the HABS documentation is deemed complete, one set of the measured drawings shall be submitted for archival storage with the City of San Diego HRB, the South Coastal Information Center, the California Room of the City of San Diego Public Library, and the San Diego Historical Society.

B. Prior to the first preconstruction meeting, HRB staff shall verify that the HABS survey has been approved.

C. In addition to the HABS survey, the applicant shall comply with any other conditions contained in the site development permit pursuant to Land Development Code Chapter 14, Article 3, Division 2, Historical Resources Regulations.

HR-2 **Community Meeting Space.** An approximately 1,800-square-foot community room shall be integrated into the ground floor of the project to provide an opportunity for the community to gather and offset the loss of this historic function currently located within the DeWitt C. Mitchell Memorial American Legion Hall Post 201.

HR-3 **Interpretative Display.** In concert with Historic American Building Survey (HABS) documentation, the applicant shall create a display and interpretive material to the satisfaction of Design Assistance Subcommittee of the Historic Resources Board (HRB) staff for public exhibition concerning the history of the DeWitt C. Mitchell Memorial American Legion Hall Post 201. The display and interpretive material, such as a printed brochure, could be based on the photographs produced in the HABS documentation, and the historic archival research previously prepared as part of the project. This display and interpretive material shall be available to schools, museums, archives and curation facilities, libraries, nonprofit organizations, the public, and other interested agencies. Prior to issuance of the first building permit and approval by City staff, the interpretative display shall be presented to the Design Assistance Sub-Committee of the Historical Resources Board as an information item for input. The City would be responsible for reviewing and approving the display, including the location, size, language used for the display. The display shall also be installed at the site by the applicant prior to the certificate of occupancy. The Owner/Permittee shall be responsible for funding and implementation of the long-term management of the display in perpetuity.

HR-4 **Architectural Salvage.** Prior to demolition, architectural materials from the site shall be made available for donation to the public. Materials to become architectural salvage shall include historic- period elements including original wood-framed windows, doors, and clay roof tiles. The inventory of key exterior and interior elements shall be developed prior to issuance of the demolition or grading permit. The materials shall be removed prior to or during demolition. Materials that are contaminated, unsound, or decayed shall not be included in the salvage program and shall not be available for future use. Once the items for salvage are identified, the project applicant’s qualified historic preservation professional

(QHPP) shall submit this information to the City's Historical Resource Section for approval. Following that, the QHPP in concert with the City's Historical Resources Section, shall notify the City Heights Community Planning Group and local preservation groups via email concerning the availability of the salvaged materials. Interested parties shall make arrangements to pick up the materials after they have been removed from the property. The project applicant shall be responsible for storing the salvaged materials in an appropriate climate-controlled storage space for an appropriate period of time, as determined through consultation with the City's Historical Resources Section. Prior to any plans to no longer use the storage space, the applicant will provide the City's Historical Resources Section with an inventory of any materials that were not donated to any interested parties, and measures to be taken by the project applicant to dispose of these materials.

9.3 Noise

The following measure shall be required during construction to reduce temporary construction noise to acceptable levels:

NOI-1 Noise Control Plan. Construction contractors shall develop and implement a noise control plan that includes a noise control monitoring program to ensure sustained construction noise levels do not exceed 75 decibels over a 12-hour period at the nearest sensitive receivers. The plan shall include the following requirements:

Construction Equipment. Construction equipment noise shall be controlled using a combination of the following methods:

- Electrical power shall be used to run air compressors and similar power tools, where feasible;
- Internal combustion engines shall be equipped with a muffler of a type recommended by the manufacturer and in good repair;
- All diesel equipment shall be operated with closed engine doors and be equipped with factory recommended mufflers;
- Any construction equipment that continues to generate substantial noise at the eastern project boundary shall be shielded with temporary noise barriers, such as barriers that meet a sound transmission class (STC) rating of 25, sound-absorptive panels, or sound blankets on individual pieces of construction equipment;
- Stationary noise-generating equipment, such as generators and compressors, shall be located as far as practically possible from the nearest residential property lines;
- Contractor shall turn off idling equipment while not being used for operations after idling for 5 minutes; and
- Contractor shall perform noisier operation during the times least sensitive to nearby residential receptors.

Neighbor Notification. Designate a noise control monitor to oversee construction operations in proximity to sensitive receivers. Provide notification to residential occupants adjacent to the project site at least 24 hours prior to initiation of construction activities that could result in substantial noise levels at outdoor or indoor living areas.

This notification should include the anticipated hours and duration of construction and a description of noise reduction measures being implemented at the project site. The notification should include the telephone number and/or contact information for the on-site noise control monitor that residents can use for inquiries and/or to submit complaints associated with construction noise.

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2016 *Mid-Cycle Visit Visiting Committee Report for Hoover High School*.

11. CERTIFICATION

This document has been completed by the City of San Diego's Environmental Analysis Section under the direction of the Development Services Department (DSD) Environmental Review Manager and is based on independent analysis and determinations made pursuant to the San Diego Municipal Code Section 128.0103. The following individuals contributed to the fieldwork and/or preparation of this report. Resumes of EIR and technical appendices preparers are on file and available for review at the City of San Diego, Development Services Department, 1222 First Avenue, Fifth Floor, San Diego, California 92101.

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