

TECHNICAL MEMORANDUM - EVACUATION PLANNING

From: Dudek Fire Protection Planning Team
Subject: City View Residential Development Project - Evacuation Planning Evaluation (PRJ-1123397)
Date: Updated June 24, 2026
Attachment(s): Figure 1 – Project Location
Figure 2 – Architectural Site Plan
Figure 3a – CAL FIRE - Fire Hazard Severity Zones Map
Figure 3b – City of San Diego - Fire Hazard Severity Zones Map
Figure 4 – Fire History Map
Figure 5 – Evacuation Routes
Figure 6 – Evacuation Zones
Attachment 1 – Photograph Log

This Evacuation Planning evaluation provides an assessment of the City View Residential Development Project's (Project) consistency with applicable fire and building codes, California Environmental Quality Act (CEQA) requirements, and California Attorney General's Office "*Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act*" along with industry best practices for wildfire and evacuation safety, as well as the potential hazards that could impact the Project site and the surrounding evacuation roadway network. This evacuation analysis addresses both the project-level proposed development as well as the program-level land use plan amendments. For the project-level, the analysis addresses the change from the existing site conditions to the proposed development project conditions. For the program-level analysis, the change from the most intense and impactful development permitted under the existing land use designations and zoning compared to the most intense and impactful development permitted under the proposed land use designations and zones is evaluated. Both these analyses demonstrated that the proposed project would reduce the number of vehicles evacuating from the site. As the time it takes to evacuate is primarily due to the time it takes for vehicles to exit the area and the project would reduce the vehicles evacuating, the project would reduce the overall evacuation time for the project evacuation zone.

1. Existing Conditions

1.1 Location

The site is located on a 5.5-acre site (APN 274-781-14-00) within the Rancho Bernardo Community Plan area in the City of San Diego, California. The site is located adjacent to Interstate 15 (I-15) to the east, west of Bernardo Center Drive, and north along Bernardo Plaza Court. Access to the Project area is from Bernardo Plaza Court (see

Figure 1, Project Location Map). The Project site lies partially within Section 27, Township 13 South, Range 2 West and partially within Section 37, Township 13 South, Range 2 West of the San Bernardino U.S. Geographical Survey 7.5-minute quadrangle map.

1.2 Historic and Existing Fire History and Hazard Designations

CAL FIRE's Fire and Resource Assessment Program (CAL FIRE 2024) fire history data¹ indicates wildfires have occurred within a 5-mile vicinity of the Project site; however, there have been no recorded wildfires on-site. The 2003 Cedar Fire is the largest wildfire that has burned within 5 miles of the Project site, burning 270,686 acres, and the most recent wildfire in the Project vicinity was the 2014 Bernardo Fire, which burned approximately 1,331.4 acres (see Figure 4, Fire History Map).

The Project site is not designated as a Fire Hazard Severity Zone (FHSZ) by the California Department of Forestry and Fire Protection (CAL FIRE) – Office of the State Fire Marshal (OSFM), nor by the City of San Diego (see Figures 3a, CAL FIRE Fire Hazard Severity Zone Map and 3b, City of San Diego Fire Hazard Severity Zone Map).

1.3 Surrounding Land Uses

The project site is surrounded primarily by commercial development, similar to what is currently existing on the Project site. No natural vegetation communities were documented within or adjacent to the project during the site assessment. The project is characterized as developed (specialized commercial – business center) with ornamental trees and shrubs scattered throughout the property. A total of 14 Torrey pine trees are located within the project site. Currently, the project parcel contains commercial office development and paved parking lots (refer to Attachment 1, Representative Site Photographs).

1.4 Existing Site Conditions

The site is currently developed as a business center and consists of a office commercial office complex comprised of five buildings totaling 75,000 square feet with supporting parking, infrastructure and landscaping. This existing development is referred to herein as the "Existing Development".

The site is located on a relatively flat-lying infill property that is not immediately adjacent to any current or historical canyons or naturally-vegetated areas. The site is located in an urbanized area immediately adjacent to I-15, roadways, and other commercial properties. The site has an elevation of approximately 500 feet above mean sea level (amsl) on the southeastern property line adjacent to Bernardo Center Drive to approximately 530 feet amsl in the northwest corner. Project site is comprised of terrain that slopes from north to south.

The existing access to the site is located via two driveways along Bernardo Plaza Court. The area is served by the San Diego Fire-Rescue Department (SDFRD). The closest fire station is SDFRD Station #33 and is located at 16966 Bernardo Center Drive, San Diego, CA 92128, approximately 0.2 miles northeast from the site. The expected emergency travel time to the site is approximately 1.5 minutes.

¹ Based on polygon GIS data from CAL FIRE FRAP, which includes data from CAL FIRE, USDA Forest Service Region 5, BLM, NPS, Contract Counties and other agencies. The data set is a comprehensive fire perimeter GIS layer for public and private lands throughout the state and covers fires 10 acres and greater between 1878–2024.

1.5 Existing Evacuation Routes

As a result of the existing development in the area, multiple routes are available for use during an emergency evacuation. The following section identifies the primary roadways anticipated for Project traffic during an evacuation of the Project site; however, it does not include all local streets that may be utilized. Actual evacuation routes would be determined based on event-specific conditions and may involve law enforcement directing traffic.

Bernardo Plaza Court: A two-lane roadway (1 NB/1 SB) that terminates with a cul-de-sac and provides direct access to the Project site from Bernardo Center Drive. Bernardo Plaza Court provides access to multiple existing commercial developments, a Church, and a Courtyard by Marriott hotel.

Bernardo Center Drive: A Four-lane divided roadway (2 NB/2 SB) that provides primary access from Bernardo Plaza Ct. to Rancho Bernardo Road approximately 0.20 miles to the north. Bernardo Center Drive also continues south and turns into Carmel Valley Road, providing access to State Route 56 (SR-56) approximately 9 miles south/southwest of the Project.

Rancho Bernardo Road: A Four-lane divided road (2 WB/2 EB) that provides direct access to Interstate 15 (I-15) for the community area.

Pomerado Road: A Four-lane divided road (2 NB/2 SB) east of the project site that provides access north and south out of the community area.

Camino Del Norte: A Six-lane divided road (3 NB/3 SB) south of the project site that provides access north and south out of the community area, as well as to I-15.

Interstate 15 (I-15): The major transportation corridor that occupants from the Project site could utilize during an evacuation from the immediate area. I-15 serves as a primary north-south corridor through San Diego, connecting the region to San Bernardino County and Riverside County to the north and downtown San Diego to the south. I-15 in this area has five (5) mainline lanes in each direction plus two (2) additional express lanes in each direction. This freeway provides the essential regional connectivity and serves as the primary evacuation route for large-scale emergency evacuations.

State Route 56 (SR-56): Another major highway transportation corridor that serves as an important connector between I-15 to Interstate 5 (I-5) to the west. SR-56 is a four-lane divided state highway that is the only east-west freeway between SR-78 and north San Diego County.

To access major and regional transportation corridors, it is assumed that evacuation traffic within the Project area, including from the Project site, would use Bernardo Plaza Court to access Bernardo Center Drive and Rancho Bernardo Road to I-15.

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2 Project Description

The project is requesting a General Plan Amendment from Commercial Employment, Retail, & Services to Residential; Community Plan Amendment (CPA) from Specialized Commercial to Residential-Medium Density; Rezone from Community Commercial (CC-2-3) to Residential – Multiple Unit (RM-2-5); and Vesting Tentative Map to subdivide the parcel, for the demolition of the existing commercial development and construction of 122 new residential units with supporting landscaping and infrastructure. The desired land use would allow an underutilized commercial site to be redeveloped as urban infill and provide residential townhomes nearby other commercial uses in the Rancho Bernardo Community Plan area, thereby creating a mixed-use Village within a Transit Priority Area consistent with the City of Villages strategy.

The CPA and rezone would allow up to 160 multi-family residential units and is referred to in this report as “CPA Buildout”. Since the CPA Buildout is based on allowable units rather than a site-specific plan, no development plans have been prepared.

As shown in Table 1, the proposed development Project includes the development of 122 multi-family residential units and is referred to as “Project” (see Figure 2 Architectural Site Plan). Construction activities are expected to begin in early 2027 and be completed in the first quarter of 2029.

It is expected that the earthwork for both scenarios would be balanced, however since grading plans have not been finalized, it was assumed that 13,834 cubic yards (CY) of cut and 14,291 CY of fill resulting in approximately 457 cubic yards (CY) of import/export would be necessary for this Project.

Table 1. Unit Mix Summary

PLAN TYPE	DESCRIPTION	# OF UNITS	GROSS SQUARE FOOTAGE CONDITIONED	GARAGE SQUARE FOOTAGE
Plan 1	2 BD / 2.5 BA / TANDEM	25 UNITS	1,259 SF	430 SF
Plan 2	2 BD / 2.5 BA / TANDEM	25 UNITS	1,331 SF	495 SF
Plan 3	4 BD / 3.5 BA / SxS	25 UNITS	2,002 SF	467 SF
Plan 4	4 BD / 3.5 BA / SxS	28 UNITS	2,049 SF	476 SF
Plan 5	4 BD / 3.5 BA / SxS	19 UNITS	2,267 SF	507 SF

Source: ktgy, January 2026.

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3 Project Area Hazard Environment

The City's Local Hazard Mitigation Plan (LHMP) identifies wildfire/structure fire, flood, drought, extreme heat, and earthquake as the five primary hazards with the greatest potential to affect the City, based on historical occurrence and overall significance. These hazards were selected by the Local Planning Group (LPG) because of their documented impacts in the region, particularly since 1998, although the City is exposed to a broader range of natural and human-caused hazards, including landslides, coastal storms, hazardous materials incidents, and potential terrorism-related events. Within this broader hazard context, wildfire and structure fire represent one of the most frequent and consequential hazards in San Diego County, accounting for a substantial proportion of federally declared disasters in the region.

According to the City of San Diego Annex in the MJHMP (2023), since 1965, San Diego County has experienced 48 federal disaster declarations, including 28 fires, 9 floods, 5 severe storms, 2 severe freezes, 2 related to the COVID-19 pandemic, 1 hurricane, and 1 severe coastal storm.

For the purposes of this analysis, a fire event presents the most relevant risk to the project site from an evacuation perspective and therefore warrants detailed evaluation. While other identified hazards, such as extreme heat and drought, pose important risks to public health, water supply, and overall resilience, they are not anticipated to result in direct structural damage or require emergency evacuation of the site. Accordingly, this analysis focuses on wildfire and structure fire hazards, as well as flooding and earthquake hazards, and extreme heat and drought are not discussed further herein.

3.1 Wildfire Risk

3.1.1 Fire Hazard Severity Zones

As noted above, the Project site is not mapped as within a Fire Hazard Severity Zone (FHSZ) by CAL FIRE – OSFM, nor by the City of San Diego/San Diego Fire-Rescue Department (SDFRD) (see Figures 3a, CAL FIRE - Fire Hazard Severity Zone Map and 3b, City of San Diego Fire Hazard Severity Zone Map). Unlike other areas of the City, San Diego County, and throughout southern California where wildfire hazards are designated as moderate, high, or very high fire FHSZs due to topography, vegetation, and weather conditions, the site is not considered subject to such risks due to the flat topography, limited vegetation due to the existing development on and adjacent to the site, and lack of vicinity open space areas. As a result, the Project is not expected to experience wildfire hazards comparable to those in designated FHSZs. Nevertheless, all development would be required to comply with applicable fire protection requirements, including the California Building Code (CBC) and California Fire Code (CFC), and California Wildland Urban Interface Code (CWUI), as amended and adopted by the city, to ensure structures are constructed with features that minimize vulnerability to fire.

It is important to note that the Fire Hazard Severity Zone map evaluates “hazard,” not “risk”. The map is like flood zone maps, where lands are described in terms of the probability level of a particular area being inundated by floodwaters, and not specifically prescriptive of impacts. “Hazard” is based on the physical conditions that create a likelihood and expected fire behavior over a 30 to 50-year period without considering mitigation measures such as building hardening, recent wildfire, or fuel reduction efforts. “Risk” is the potential damage a fire can do to the area under existing conditions, accounting for any modifications such as fuel reduction projects, defensible space, and

ignition resistant building construction. High hazard does not result in high risk if the building or community mitigates the hazard.

While the Project is not within a designated VHFHSZ, all development on the site would be required to implement and comply with all applicable codes summarized below in Section 3 of this memorandum. The California Building Industry Association that provides an analysis of State Fire Marshal property loss data and found that homes built after 2010, “on average, for the nine worst property-loss fires dating back to 2017, only approximately 1% of the homes and apartments destroyed, damaged, or affected were dwellings built after January 1, 2010, even though newer dwellings make up roughly 7% of the state’s total housing stock” (CBIA 2022). Modern code requirements have significantly lowered the potential of actual loss due to fire when compared to older communities (such as Palisades and Altadena) and even the older buildings that occur within the Project vicinity that are not constructed to current codes.

3.1.2 Fire History

Fire history is an important component of this analysis. Fire history data provides valuable information regarding fire spread, fire frequency, most vulnerable areas, and significant ignition sources, amongst others. One important use for this information is as a tool for pre-planning. It is advantageous to know which areas have burned recently and therefore may provide a tactical defense position, what type of fire burned on the site, and how a fire may spread.

Fire history represented herein uses the Fire and Resource Assessment Program (FRAP) database. FRAP summarizes fire perimeter data dating to the late 1800s, but which is incomplete due to the fact that it mostly includes fires over 10 acres in size and has incomplete perimeter data, especially for the first half of the 20th century (Syphard and Keeley 2016). However, the data does provide a summary of recorded fires and can be used to show whether large fires have occurred in the area, which indicates whether they may be possible in the future.

As demonstrated by Figure 4, a map of Fire History in the area presents a graphical exhibit of the area’s recorded fire history. As presented in Figure 4, there have been 41 recorded fires since 1900 by CAL FIRE in their FRAP database (FRAP 2025) that burned within a five-mile radius of the site. Recorded wildfires within 5 miles range from approximately 25 acres to approximately 270,686 acres (2003 Cedar Fire) and the average fire size is approximately 8,617 acres, not including the 2003 Cedar Fire. There have only been three (3) since 2000 with the 2014 Bernardo Fire (approximately 1,331 acres) is the most recent fire. None of the identified wildfires have burned on the Project site. As noted, fire History is utilized to generally determine if a site is likely to be exposed to wildfire. Given the lack of fire in the area, it is likely that development of the area has led to faster detection and suppression of fires. Continued development, densification and buildout of an area is likely to continue to reduce the probability of a site being exposed to fire by eliminating available fuel and/or creating more access for fire suppression crews.

3.1.3 Vegetation/Fuels

Flammable vegetation is not present on-site due to the existing commercial development that exists on-site, however, extensive vegetation type mapping is useful for fire planning, because it enables each vegetation community to be assigned a fuel model, which is used in a software program to predict fire behavior characteristics. Based on a review of aerial photographs and a site visit of the Project site in January 2025, no natural vegetation communities are located within or adjacent to the project. The project is characterized as developed (specialized commercial – business center) with ornamental trees and shrubs scattered throughout the property.

Variations in vegetative cover type and species composition have a direct effect on fire behavior. Some plant communities and their associated plant species have increased flammability based on plant physiology (resin content), biological function (flowering, retention of dead plant material), physical structure (bark thickness, leaf size, branching patterns), and overall fuel loading. For example, the native shrub species that compose the coastal sage scrub and mixed chaparral plant communities on site are considered to exhibit higher potential hazard (higher intensity heat and flame length) than grass dominated plant communities (fast moving, but lower intensity) if ignition occurred. The corresponding fuel models for each of these vegetation types are designed to capture these differences. Additionally, vegetative cover influences fire suppression efforts through its effect on fire behavior. For example, while fires burning in grasslands may exhibit lower flame lengths and heat outputs than those burning in native shrub habitats, fire spread rates in grasslands are often more rapid.

3.1.4 Terrain

The Project site is entirely within APN 274-781-14-00, which lies partially within Section 27, Township 13 South, Range 2 West and partially within Section 37, Township 13 South, Range 2 West of the San Bernardino U.S. Geographical Survey 7.5-minute quadrangle map. The Project site is located on a relatively flat-lying infill property that is not immediately adjacent to any current or historical canyons or naturally-vegetated areas. Instead, it's located immediately adjacent to I-15 and existing commercial development. The Project site has an elevation of approximately 500 feet amsl on the southeastern property line adjacent to Bernardo Center Drive to approximately 530 feet amsl in the northwest corner. Project site is comprised of terrain that slopes from north to south.

Topography influences fire risk by affecting fire spread rates. Typically, steep slopes result in faster fire spread up-slope and slower spread down-slope. Terrain that forms a funneling effect, such as canyons, canyon features (chimneys or chutes), or saddles on the landscape can result in especially intense fire behavior. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and wind.

3.1.5 Weather

Inland, northern San Diego and the project area's weather are influenced by the Pacific Ocean and are frequently under the influence of a seasonal, migratory subtropical high-pressure cell known as the "Pacific High" (WRCC 2022a). Wet winters and dry summers with mild seasonal changes characterize the Southern California climate. This climate pattern is occasionally interrupted by extreme periods of hot weather, winter storms, or dry, easterly Santa Ana winds. The average high temperature for the project area is approximately 76°F, with average highs in the summer and early fall months (June–September) reaching 88°F. Precipitation typically occurs from December through March with annual rainfall averaging 16 inches (WRCC 2024b). The prevailing wind pattern is from the west (on-shore), but the presence of the Pacific Ocean causes a diurnal wind pattern known as the land/sea breeze system. During the day, winds are from the west–southwest (sea) and at night, winds are from the northeast (land), averaging two miles per hour (mph). During the summer season, the diurnal winds may average slightly higher (approximately 14 mph) than the winds during the winter season due to greater pressure gradient forces. Surface winds can also be influenced locally by topography and slope variations. The highest wind velocities are associated with downslope, canyon, and Santa Ana winds.

The Project area's climate has a large influence on the fire risk, as drying vegetation during the summer months becomes fuel available to advancing flames should an ignition be realized. Typically, the highest fire danger is produced by the high-pressure systems that occur in the Great Basin, which result in the Santa Ana winds of Southern California. Sustained wind speeds recorded during recent major fires in San Diego County exceeded 30

mph and may exceed 50 mph during extreme conditions. The Santa Ana wind conditions are a reversal of the prevailing southwesterly winds that usually occur on a region-wide basis during late summer and early fall. Santa Ana winds are warm and dry winds that flow from the higher desert elevations in the north through the mountain passes and canyons. As they converge through the canyons, their velocities increase. Santa Ana winds generally coincide with the regional drought period and the period of highest fire danger. The Project site is affected by Santa Ana winds from the north and east. The slopes are generally in alignment with the extreme Santa Ana wind events, which can influence fire spread by creating downslope and down canyon wind-driven fires.

3.2 Structure Fire

A structural fire hazard is one where there is a risk of a fire ignition within or on the outside of a building and which may spread uncontrollably from one building to another across several city blocks, or within hi-rise buildings.

The City of San Diego Annex to the Multi-Jurisdictional Hazard Mitigation Plan notes wildfire and structure fires as a priority hazard with an overall significance ranking as medium, with a limited geographic area that could be affected, due to development removing and maintaining fuels, the maximum extent as weak, and the probability of future fires events as likely. (City of San Diego, 2023). The project site is surrounded by developed land and paved roadways that would not spread a fire if one ignited. Additionally, all structures on site would be built to current codes with modern fire safety features that would meet the SDFRD requirements, further preventing a fire from spreading and allowing for a structure fire to be quickly managed. Further, new development is required to meet stringent water flow requirements designed to provide firefighters with adequate water to extinguish fire within a structure thereby prohibiting conflagration and the nearest fire station is 0.2 miles from the Project area, which leads to fast firefighter intervention if an incident were to occur.

3.3 Water Supply

Water Supply for the Project would be required to comply with the City's current municipal code and SDFRD requirements at the time of construction. At the time this memorandum was drafted The City of San Diego has proposed local amendments to the Municipal Code to implement the 2025 California Fire Code (CFC) and California Wildland-Urban Interface Code (CWUIC) which became effective January 1, 2026. The City's Fire Code Regulations are incorporated in the San Diego Municipal Code (SDMC) Chapter 5, Article 11, Division 1-83, retitled to "San Diego Fire Code", and the CWUIC amendments incorporated in SDMC Chapter 5, Article 12, Division 00-06, effective February 26, 2026. The Proposed Project would be consistent with CFC Section 507, and Appendices B and C for fire flow and fire hydrant requirements. The Proposed Project would include the necessary utilities, including water supply lines to provide the main water supply to domestic service to each structure and common landscape area. These internal waterlines would also supply sufficient fire flows and pressure to meet the demands for required onsite fire hydrants and interior fire sprinkler systems for all structures as described below.

Water for the Project would be provided by the City of San Diego Water Department. On-site firefighting water needs would be met from one existing fire hydrant located across the street from the entrance into the development along Bernardo Plaza Court, as well as several existing fire hydrants located throughout the property. There are multiple new fire hydrants proposed onsite that would meet the code specifications of Appendix C of the 2025 edition of the CFC (or then current edition at the time of development),

The following water supply code requirements are included for reference:

- The fire code official is authorized to reduce the fire-flow requirements for isolated buildings or a group of buildings in rural areas or small communities where the development of full fire-flow requirements is impractical (CFC B103.1).
- The fire code official is authorized to increase the fire-flow requirements where conditions indicate an unusual susceptibility to group fires or conflagrations. An increase shall be not more than twice that required for the building under consideration. (CFC B103.2).
- Portions of buildings that are separated by fire walls without openings, constructed in accordance with the California Building Code, are allowed to be considered as separate fire-flow calculation areas. (CFC B104.2).
- SDFD allows a maximum 50% reduction in fire flow, with automatic sprinklers provided, per SDMC amendments from CFC Table B105.

3.4 Flood Hazards

A flood occurs when excess water from rainfall, or storm surge accumulates and overflows onto a river's bank or to adjacent floodplains. Floodplains are lowlands adjacent to rivers, lakes, and oceans that are subject to recurring floods. Most injury and death from floods occur when people are swept away by flood currents, and property damage typically occurs as a result of inundation by sediment-filled water.

Several factors determine the severity of floods, including rainfall intensity and duration. A large amount of rainfall over a short time span can result in flash flood conditions. A sudden thunderstorm or heavy rain, dam failure, or sudden spills can cause flash flooding. The National Weather Service's definition of a flash flood is a flood occurring in a watershed where the time of travel of the peak of flow from one end of the watershed to the other is less than six hours. The central and eastern portions of San Diego County are most susceptible to flash floods due to terrain including the presence of mountain canyons, dry creek beds, and high deserts (City of San Diego, 2023). The Project site is not within a flood zone per the Federal Emergency Management Agency map 06073C1090G (FEMA 2012)², and is therefore it is not expected that the Project site would be required to evacuate due to a flood event.

Dam failures can also result in severe flood events. When a dam fails, a large quantity of water is suddenly released with a great potential to cause human casualties, economic loss, lifeline disruption, and environmental damage. Dam failure is usually the result of age, poor design, or structural damage caused by a major event such as an earthquake or flood. There are no dams in the vicinity of the Project that would impact the site or cause for an evacuation of the occupants³.

The City of San Diego Annex to the 2023 Multi-Jurisdictional Hazard Mitigation Plan notes the significance ranking of the flood hazard as medium, with a limited extent of a geographic area that could be affected, the maximum extent as being moderate, and the probability of future flood events as likely (City of San Diego, 2023). The Project site is not expected to be subject to flooding, or evacuated from the site, as a result of rainfall or from a dam failure.

² FEMA Flood Map Service Center: [FEMA Flood Map Service Center | Search By Address](#)

³ https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2

3.5 Earthquake

An earthquake is a sudden motion or trembling that is caused by a release of strain accumulated within or along the edge of the Earth's tectonic plates. The effects of an earthquake can be felt far beyond the site of its occurrence. They usually occur without warning and, after just a few seconds, can cause massive damage and extensive casualties. Common effects of earthquakes are ground motion and shaking, surface fault ruptures, and ground failure. Ground motion is the vibration or shaking of the ground during an earthquake. When a fault ruptures, seismic waves radiate, causing the ground to vibrate. The severity of the vibration increases with the amount of energy released and decreases with distance from the causative fault or epicenter. Soft soils can further amplify ground motions. The severity of these effects is dependent on the amount of energy released from the fault or epicenter.

One widely used tool that describes earthquake intensity is the Richter scale. The Richter scale was devised as a means of rating earthquake strength and is an indirect measure of seismic energy released. The scale is logarithmic with each one-point increase corresponding to a 10-fold increase in the amplitude of the seismic shock waves generated by the earthquake. In terms of actual energy released, however, each one-point increase on the Richter scale corresponds to about a 32-fold increase in energy released. Therefore, a magnitude (M) 7 earthquake is 100 times (10×10) more powerful than a M5 earthquake and releases 1,024 times (32×32) the energy.

Liquefaction is the phenomenon that occurs when ground shaking causes loose soils to lose strength and act like viscous fluid. Liquefaction causes two types of ground failure: lateral spread and loss of bearing strength. Lateral spreads develop on gentle slopes and entails the sidelong movement of large masses of soil as an underlying layer liquefies. Loss of bearing strength results when the soil supporting structures liquefies and causes structures to collapse.

Earthquakes occur without warning and therefore do not allow for pre-event evacuation; instead, response focuses on immediate shelter-in-place and post-event safety. As such, Rancho Bernardo would not be expected to undergo a broad evacuation due to an earthquake, although localized evacuations may occur after the event if structures are damaged or hazardous conditions arise.

While no major active faults run directly through Rancho Bernardo, the area is influenced by several regional active fault systems that contribute to seismic hazard in the region. San Diego County has several major active faults including the Rose Canyon, La Nacion, Elsinore, and Coronado Bank Fault zones. The Rose Canyon Fault Zone is considered to be the greatest potential threat to the region due to the proximity to high populated areas (City of San Diego, 2023). The Rose Canyon fault zone extends inland from La Jolla Cove, south through Rose Canyon, along the east side of Mission Bay, and out into San Diego Bay. While this fault is approximately 15-25 miles southwest of the Project site, a large Rose Canyon Fault event would produce ground shaking across inland San Diego. Similarly, the Elsinore Fault zone is the nearest inland fault, approximately 20 miles east and northeast of the Project site, and the more distant San Jacinto and San Andreas fault systems, all of which can produce earthquakes that could result in ground shaking in Rancho Bernardo.

The City of San Diego Annex to the 2023 Multi-Jurisdictional Hazard Mitigation Plan notes the significance ranking of the earthquake hazard as medium, with an extensive geographic area that could be affected, the maximum extent as severe, and the probability of future earthquake events as occasional (City of San Diego, 2023).

3.6 Other Hazards

The City of San Diego is exposed to a wide range of natural and human-caused hazards identified in the LHMP, with associated policies and response procedures outlined in the City's and County's Emergency Operations Plan (EOP). These hazards include events such as hazardous materials incidents, major transportation accidents, civil disorder, and chemical, biological, radiological, nuclear, or kinetic incidents associated with terrorism, war, or accident. While these hazards have the potential to disrupt communities, damage infrastructure, and create casualties, they are generally considered low-probability events and are not anticipated to result in routine or large-scale evacuations of the Project site. In the event that a localized evacuation or protective action is necessary due to any of these hazards, established emergency protocols would be implemented and notifications would be issued in accordance with the City's EOP, including the use of AlertSanDiego and other emergency communication systems, as described in Section 4.1 of this technical memorandum, to provide timely warnings and instructions to affected occupants.

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4 Applicable Regulations and Plans

The Project would be required to comply with applicable portions of the City's Fire Code Regulations which are incorporated in the San Diego Municipal Code (SDMC) Chapter 5, Article 11, Division 1-83, retitled to "San Diego Fire Code," effective February 26, 2026, which has adopted with local amendments the implementation of the 2025 California Fire Code (CFC), and the CWUIC amendments incorporated in SDMC Chapter 5, Article 12, Division 00-06, effective February 26, 2026. The Project would also comply with the 2025 California Building Standards Code (Title 24) and the 2025 California Residential Code, with local amendments. The Proposed Project would meet the relevant requirements for building construction, infrastructure, and emergency vehicle access requirements, or will provide alternative materials and/or methods. While these standards would provide a high level of protection to structures for the Project, there is no guarantee that compliance with these standards would prevent damage or destruction of structures by fire in all cases. Although the Project is not required to meet the ignition resistive construction requirements of Chapters 5 through 7 of the 2025 California Wildland Urban Interface Code (CWUIC) based on the Project's location outside of a designated FHSZ, it is however, likely the Project would still need to meet the ignition resistant construction level of construction. The 2025 CWUIC focuses on enhanced ignition-resistant construction standards that focuses to withstand ember exposure and radiant heat. containing provisions addressing the fire spread, accessibility, defensible space, water supply and more for building construction near wildland areas. The 2025 CWUIC standards integrate Chapter 7A of the CBC, Chapter 49 of the CFC, and Section R337 of the California Residential Code into one document.

The following summaries highlight important fire protection features related to the Project. All underground utilities, hydrants, water mains, curbs, gutters, and sidewalks would be installed, and the drive surface shall be approved prior to combustibles being brought on site.

4.1 Building Codes

The Project would be required to comply with applicable sections of the 2025 California Building Code (CBC) and 2025 California Residential Code which are adopted in their entirety with some local amendments. Specific provisions related to wildfire include applicable Chapters of the 2025 CWUIC including Chapter 5, which establishes the minimum standards for the protection of life and property by increasing the ability of a building to resist the intrusion of flames or burning embers from a vegetation fire and addresses materials and construction methods for reducing exterior wildfire exposure. These measures work to limit the interaction of combustible building materials in a structure with potential wildfire exposure by requiring features such as non-combustible siding, ember resistant vents, and dual pane tempered windows to name a few.

As further described in the Project's Fire Protection Plan, the Project would be required to comply with all applicable adopted codes at the time of building permit issuance and construction. The Project will be required to comply with the SDMC, including the San Diego Fire Code, 2025 California Fire Code, 2025 California Building Standards Code, and 2025 California Wildland-Urban Interface Code, as amended and adopted by the City of San Diego, during plan check and permitting. Access to the site would be provided via two driveways along Bernardo Plaza Court, which connects directly to the surrounding arterial roadway network. Final fire apparatus access road geometry, widths, turning radii, and fire flow provisions would be reviewed and approved by SDFRD at the time of permitting. Secondary access requirements for the site are further described below in Section 4.3.2.

4.2 Fire Codes

The Project would be required to comply with applicable portions of the City's Fire Code Regulations which are incorporated in the SDMC Chapter 5, Article 11, Division 1-83, retitled to "San Diego Fire Code," effective February 26, 2026, which has adopted with local amendments the implementation of the 2025 California Fire Code (CFC), and the CWUIC amendments incorporated in SDMC Chapter 5, Article 12, Division 00-06, effective February 26, 2026. .

Applicable wildfire-related requirements are consolidated in the 2025 California Wildland-Urban Interface Code (CWUIC), which includes provisions addressing emergency vehicle access, water supply, and wildfire-specific site and building design considerations. During the Project design and permitting phase, roadway and fire apparatus access would be required to comply with the applicable access provisions of Chapter 4 of the 2025 CWUIC, and water supply would be required to comply with Section 507 of the 2025 California Fire Code, as referenced and incorporated into the 2025 CWUIC.

4.3 Wildfire Specific Requirements

As mentioned previously, although the Project is not required to meet the ignition resistive construction requirements of Part 5 of the 2025 CWUIC Part 7 of the 2025 CWUIC based on the Project's location outside of a designated FHSZ, it is however, likely the Project would still need to meet the ignition resistant construction level of construction, The 2025 CWUIC focuses on enhanced ignition-resistant construction standards that focuses to withstand ember exposure and radiant heat. containing provisions addressing the fire spread, accessibility, defensible space, water supply and more for building construction near wildland areas. The 2025 CWUIC consolidates the State's ignition-resistant building construction standards into a single, comprehensive code and includes requirements that affect construction methods and materials of the building, landscaping requirements that affect vegetation on or around the building, and site access.

4.3.1 Ignition Resistant Construction

The Project buildings are not required to be constructed to the ignition resistant requirements of Chapter 5 of the 2025 CWUIC, however, the applicant may decide to use some or all of the ignition resistant construction features that are intended to mitigate wildfire exposure. Construction methods intended to mitigate wildfire exposure are required for all development within a FHSZ and would comply with the wildfire protection building construction requirements contained in the 2025 California Wildland-Urban Interface Code. Construction practices shall meet the requirements of the 2025 CWUIC, Chapter 5, "Special Building Construction Regulations". While these standards would provide a high level of protection to structures in the development and should reduce or eliminate the need to order evacuations, there is no guarantee of assurance that compliance with these standards would prevent damage or destruction of structures by fire in all cases.

4.3.2 Secondary Access

Per the 2025 CFC, Section D106.1, multiple-family residential projects having more than 100 dwelling units shall be equipped throughout with two (2) separate and approved fire apparatus access roads. **Exceptions:** Projects having up to 200 dwelling units may be provided with not fewer than one approved fire apparatus access road

where all buildings, including any nonresidential occupancies, are equipped throughout with an approved automatic fire sprinkler system installed in accordance with Sections 903.3.1.1 or 903.3.1.2 of the CFC.

As the proposed Project consists of multi-family dwelling units and is not located within a VHFHSZ, local amendments related to wildland access do not apply. Final fire apparatus access requirements would be reviewed and determined by SDFRD during the project design and permitting process.

4.4 Evacuation Plans and Associated Procedures

The City and County of San Diego have various operational documents that aid emergency managers with carrying out an evacuation. Some of these documents include:

- City of San Diego's Emergency Operations Plan (EOP)
- City of San Diego Office of Emergency Services
- 2022 San Diego County Operational Area (OA) EOP – currently being updated
- The Unified San Diego County Office of Emergency Services
- County of San Diego EOP – Evacuation Annex (Annex Q)
- San Diego County Sheriff's Office – Emergency Planning Detail
- County of San Diego Multi-Jurisdictional Hazard Mitigation Plan – City of San Diego Annex (2023)
- Fire Safe Council of San Diego County Community Wildfire Protection Plan Update (2026)

While these resources guide agency actions to plan for and carry out an evacuation, there is also material available for residents to educate themselves on how to respond to an evacuation. The San Diego Fire-Rescue Department (SDFRD), and other fire agencies throughout the County, and State of California, implement the 'Ready, Set, Go' program that instructs occupants how to prepare their home for wildfire and to leave immediately when a wildfire evacuation order is issued.

These aforementioned documents work together to instruct occupants how to prepare and respond to evacuation orders while also guiding the responding agencies on how to carry out complex evacuations. The 2022 San Diego County EOP has various functional annexes relevant to evacuation, including Annex Q – Evacuation, and Annex L – Emergency Public Information, which demonstrate careful forethought for carrying out various types of evacuations, including the evacuation of persons, domestic animals, and livestock. Should an evacuation impact the Project area, the emergency response agencies would be prepared to carry out various strategies such as phased evacuations to move occupants that are more imminently threatened prior to occupants that are not imminently threatened, traffic control to manually direct evacuees quickly and effectively and deploy signs and security to prevent unauthorized traffic movement.

The San Diego Police Department (SDPD) is the primary agency responsible for conducting evacuations within the City of San Diego limits, which includes the Project site. If necessary, the SDPD, as part of a Unified Command, assesses and evaluates the need for evacuations, and orders evacuations according to established procedures, which are outlined in the County's EOP Evacuation annex. Additionally, as part of the Unified Command, the SDPD identifies available and appropriate evacuation routes and coordinate evacuation traffic management with the Caltrans, the California Highway Patrol (CHP), the San Diego County Sheriff's Department (SDSD), San Diego Fire-Rescue Department, and other supporting agencies, and jurisdictions.

Among the methods available to citizens for emergency information are radio, television, social media/internet, neighborhood patrol car, aerial public address notifications, and Reverse 911 or AlertSanDiego⁴. The City of San Diego utilizes AlertSanDiego for its Community Emergency Notification System. AlertSanDiego is a regional notification system that sends telephone notifications to occupants and businesses within areas in the County impacted by, or in danger of being impacted by, an emergency or disaster. AlertSanDiego allows the SDP, SDS and the San Diego County Office of Emergency Services (OES) to initiate voice messages, text messages and e-mails to the public based on their geographic location. In the event of a wildfire within the City limits, the Incident Command (IC) or other City departments would contact the Police Department Communications Division. The communications center has the responsibility to request activation of the AlertSanDiego system and release an emergency notification (San Diego 2022) to affected population. Examples of emergency notifications include evacuation notices, shelter-in-place notices and imminent threats to life or property. Additional information on emergency notifications as well as the criteria for sending an AlertSanDiego alert is listed in the 2022 San Diego County EOP, Annex L: Emergency Public Information.

AlertSanDiego has accessibility features for people with disabilities and others with access and functional needs. Accessible AlertSanDiego is a service that helps people throughout San Diego County who are deaf, blind, hard of hearing, or deaf/blind get emergency information. Residents can receive emergency messages on devices like computers, cell phones, tablets, and special devices that help people who are blind or have low vision (like Braille readers). These messages are shown in American Sign Language (ASL) videos, and there's also English voice and text with them. Therefore, residents of the City View Residential Development are strongly advised to register their land lines, mobile phone numbers and email addresses with Reverse 9-1-1, AlertSanDiego system (<https://www.alertsandiego.org/en-us/preparedness/alertsandiego.html>) in order to receive emergency evacuation instructions.

Unlike AlertSanDiego which requires residents to register, Wireless Emergency Alerts (WEA) are emergency notifications from local, state, or federal officials that are broadcast to cell phones in a targeted area. WEA messages alert residents about the emergency, what actions residents should take, and how they can find out more information. WEA messages are limited to 90 characters, so residents are urged to follow up on the alerts by turning to local media and/or officials for additional details.

The City View Residential Development Project is part of the greater San Diego media market and the media outlets would also be a good source of information, via television and radio, on overall emergency situations and how residents should respond. In addition, the San Diego Emergency Alert System (EAS) is county-wide and broadcasts emergency information via multiple radio stations, including KOGO AM 600 and KLSD AM 1360. Social media provides another outlet for news:

- <https://twitter.com/cityofsandiego>
- CityTV is another news sources available during an emergency and can be found online (http://granicus.sandiego.gov/MediaPlayer.php?publish_id=1648)
- 7/39 KNSD (NBC)
- 8 KFMB (CBS)
- 10 KGTV (ABC)
- 6 XETV (Fox)
- Channel 24 - Cox Communications

⁴ AlertSanDiego website: <https://www.alertsandiego.org/>

- Channel 24 - Time Warner Cable
- Channel 99 - AT&T

When the SDPD implements an evacuation order, they will coordinate with the IC or the Emergency Operations Center (EOC) to decide on a location to use as a Temporary Evacuation Point (TEP). American Red Cross (ARC), along with the OA EOC's Care and Shelter Branch will coordinate the locations to be used as emergency shelters if necessary. The OA EOC staff may assist, as requested, in the coordination of an evacuation in the City. The SDP Dispatch Center in conjunction with the OA EOC and Joint Information Center will utilize the AlertSanDiego system, social media, radio, television, Wireless Emergency Alerts, and Integrated Public Alert and Warning System (IPAWS), etc. to direct evacuees to the established TEP or shelter.

TEPs will serve as temporary safe zones for evacuees, but they generally do not provide any services, such as food, water, restrooms, etc. Emergency shelters are opened when at least one overnight stay is necessary. Basic services are provided at emergency shelters, which include meals, accessible shower facilities, dormitory management, health, and behavioral health services. Some TEPs may be suitable to be converted into an emergency shelter location, if necessary and available. Possible shelters and assembly areas that can provide at least short-term refuge and that would be designated by emergency managers during an evacuation include public schools and recreation centers.

Wildfire and other emergencies are often dynamic events and the need for evacuations are typically determined by on-scene first responders or by a collaboration between first responders and designated emergency response teams, including Office of Emergency Services and the IC established for larger emergency events. As such, and consistent with all emergency evacuation plans, this Wildfire Hazard and Evacuation Technical Memo is to be considered a tool that supports existing pre-plans and provides for residents who are familiar with the evacuation protocol, but is subservient to emergency event-specific directives provided by agencies managing the event.

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5 Evacuation Planning Analysis

5.1 Assumptions

The number of evacuating vehicles is influenced by multiple variables, including the time of day and the corresponding occupancy levels of different land uses. At night, for example, commercial, retail, and office uses would generally be closed and unoccupied, while residential use would be expected at or near their maximum occupancy. During daytime hours, these patterns shift as nonresidential uses experience higher activity levels and residential occupancy decreases accordingly. To ensure a conservative analysis, the evaluation assumes maximum capacity across all associated land uses, representing the highest potential vehicle demand regardless of when an evacuation might occur.

For the sake of evacuation, the most intense and impactful development would be that which creates the highest number of onsite vehicles at a given time that would need to evacuate the site. It is important to note that the worst-case possible land uses for evacuation are not guaranteed to be the worst-case possible land uses for other disciplines' evaluations. Because evacuation clearance time is driven primarily by the number of vehicles entering the roadway network simultaneously, this analysis focuses on estimating potential evacuating vehicles under conservative assumptions. It is reasonable to assume that an increase in Average Daily Trips (ADT) and peak hour trips could contribute to longer evacuation times. However, it is important to note that during a wildfire or other emergency that results in the evacuation of an area, background traffic patterns are altered. ADT and peak trip can serve as baseline indicators by providing the number of vehicles utilizing the local road network under typical conditions. Peak hour trips represent the volume typically accommodated in one hour under typical peak hour conditions. Evacuation traffic could exceed these typical peak hour vehicle counts and could involve unique behavioral and operational factors such as decision-making time or law enforcement officials directing traffic and sending vehicles down particular routes. Therefore, while relevant to typical conditions, ADT and peak hour traffic would not account for emergency conditions and could underestimate evacuation times as it would not account for the simultaneous departure of occupants. To estimate the worst-case number of vehicles in the analysis herein, SDMC parking generation rates were utilized. In addition, residential vehicle estimates were calculated using an average of two (2) vehicles per dwelling unit⁵ consistent with household vehicle ownership patterns in the project census tract and the surrounding Rancho Bernardo area.

Although the Project is located within a TPA, and some occupants may utilize transit or travel to and from the site without a personal vehicle during typical conditions, evacuation scenarios differ fundamentally from daily travel behavior. During an emergency evacuation, evacuees typically rely on the vehicles already present within the area, including personal vehicles, vehicles associated with nearby residences or uses in adjacent evacuation zones, or vehicles that would otherwise be part of background traffic within the local roadway network. Vehicles that may be used to pick up occupants without cars, such as coworkers, neighbors, family members, or caregivers, are reasonably assumed to be vehicles that are already present in the community or would otherwise be contributing to evacuation traffic. As such, these trips do not represent new or additive vehicles beyond the conservative parking based assumptions used in this analysis. In a real-world emergency, individuals without access to a personal vehicle to evacuate would be expected to rely upon alternative arrangements, such as being picked up by others or utilizing

⁵ San Diego Municipal Code Chapter 14, Article 2: General Development Regulations, Division 5: Parking Regulations
<https://docs.sandiego.gov/municode/MuniCodeChapter14/Ch14Art02Division05.pdf>

available transportation resources, which may include initially walking from the site to a transit station to continue evacuating.

While some occupants may walk, carpool, or use other means of egress depending on the circumstances, these behaviors introduce variability that cannot be reliably quantified and are dependent on the timing and nature of the emergency event. Accordingly, using parking capacity and SDMC parking rate assumptions provides a conservative and appropriate method for estimating worst-case evacuation demand. These assumptions reasonably capture the maximum potential number of vehicles that could be expected to evacuate the site and surrounding area under worst-case evacuation conditions, regardless of typical transit use or carsharing behavior during nonemergency situations.

5.1.1 Evacuation Zone Area

Communities are divided into evacuation zones to geographically designate neighborhoods and communities that may experience a simultaneous threat. By doing this, emergency managers are able to implement phased evacuations to move occupants in areas facing imminent danger prior to moving those in areas that are not directly threatened. The evacuation zones are identified in Figure 6, and the Project is situated in zone SDC-1224. In the case of a wildfire that threatens the Project area, the surrounding zones may also be included in an evacuation depending on the movement of the wildfire. Due to the Project's location in close proximity to Interstate 15 (I-15), along with being an infill Project that is surrounded by existing commercial development and not located in a wildfire prone area with minimal vegetation, it's likely this Project would be delayed or not evacuated at all, allowing other evacuation zones to evacuate first. The most likely zones to be evacuated before or simultaneously to the Project's evacuation zone during a possible on-shore fire approaching from the west would include San Diego County (SDC) zones SDC-1070, SDC-1135 through SDC-1138, SDC-1144 through SDC-1149, SDC-1215, SDC-1216, SDC-1218 through SDC-1222. Additionally, the most likely zones to be evacuated before or simultaneously to the Project's evacuation zone during a possible off-shore Santa Ana wind event fire approaching from the east/northeast would include SDC-1146, SDC-1147 through SDC-1151, SDC-1223, SDC-1225 through SDC-1229, and SDC-1300 through 1309, among others⁶.

During the 2007 Witch Fire, which originated east of the Project site, wrapping around north of the Project site and burning approximately 162,070 acres⁷, several evacuation orders and warnings were issued. Evacuation warnings were provided for the Project evacuation zone SDC-1224 and the adjacent zones. Shelter locations designated by the City, County and the American Red Cross are generally established in advance. The specific facility selected for activation during an incident is determined based on the fire's location and projected direction of spread, ensuring that shelter operations align with evacuation needs and prioritize public safety.

5.1.2 Evacuation Zone Existing Conditions

For conservative planning purposes, it is customary to identify the worst-case scenario and thereby expose potential weaknesses. The typical worst-case time and most conservative analysis for an evacuation of the Project area would be a weeknight when all residents of the Project and the surrounding communities are at home, and all occupants of the area would need to evacuate. This analysis assumes a very rare evacuation event where all residents are

⁶ <https://protect.genasys.com/location?search=true&z=13.697175623863695&latlon=33.02542480550056%2C-117.06553675718158>

⁷ <https://www.fire.ca.gov/what-we-do/fire-resource-assessment-program/fire-perimeters>

assumed home and a majority of the other land uses are also assumed occupied and needing to evacuate. Utilizing the evacuation zones identified above, and displayed on Figure 6, Evacuation Zones⁸, corresponding with data obtained through the Census Reporter⁹ and Point2Homes was compiled for the geographic boundaries of those evacuation zones. It should be noted, both the Census Reporter and Point2Homes obtain their data including the demographic data from the latest U.S. Census Bureau release. However, specific numbers for Rancho Bernardo were not found on the U.S. Census Bureau website, thus, data from Census Reporter and Point2Homes was used. Based on this data, the total number of existing occupants under this scenario is expected to be approximately 40,797 persons in the greater Rancho Bernardo area, utilizing a factor of 2.5 persons per household, that reside in 16,319 dwelling units¹⁰. Specifically, within evacuation zone SDC-1224, the total number of existing occupants in this scenario is expected to be approximately 3,375 persons, utilizing a factor of 2.5 persons per household, that reside in approximately 1,350 dwelling units. It should be noted that zone SDC-1224 also includes an Assisted Living Community, as well as numerous commercial developments and a hotel, which will add additional persons evacuating in the event of an emergency. But as noted above, it's likely that the surrounding zones would be evacuated first due to their closer proximity to wildland fuels, and the Project site would either have a delay in evacuation or not be evacuated at all.

The Project site, and some adjacent land uses, are located within a Transit Priority Area (TPA)¹¹, where reduced parking ratios are permitted and, for certain land uses, parking may not be required. According to SDMC Table 142-05C, there is zero (0) parking required for dwelling units within a TPA. However, for a conservative and realistic assessment of potential evacuation demand, the rate of 2 vehicles per dwelling unit was applied, as it is reasonable to assume that some level of parking would be provided on-site even where not strictly required based on the fact that most of the area is already developed under previous regulations that required parking. This approach is intended to represent an estimate of the number of vehicles that could be present during a worst-case evacuation scenario.

Census data further provides that the average vehicles per household in the project census tract and throughout the City of Rancho Bernardo is approximately two (2) vehicles per household¹². This results in approximately 2,700 (1,350 dwelling units x 2 vehicles per household) evacuating vehicles from existing residences in Zone SDC-1224 of the Project area. The average household vehicle ownership rate of 2 vehicles per household is consistent with the basic SDMC parking requirements for 2-bedroom dwelling units per the San Diego Municipal Code (SDMC) Table 142-05C, thereby representing a conservative estimate of the maximum number of vehicles that could be present and attempting to evacuate simultaneously. This assumption is applied consistently throughout this analysis to ensure that evacuation demand is not underestimated. The SDMC establishes minimum required parking rates for residential development (see Tables 142-05B and 142-05C) depending on unit size and proximity to transit. While these code requirements reflect typical long-term parking demand, evacuation analyses must consider short-term, peak vehicle availability under emergency conditions. Although it is likely that some occupants within a household would evacuate together in a single vehicle, a more conservative assumption is applied for evacuation planning purposes. Accordingly, a factor of 2.0 vehicles per dwelling unit is utilized.

⁸ <https://protect.genasys.com/location?search=true&z=14&latlon=33.02702000000001%2C-117.06115699999998>

⁹ <https://censusreporter.org/profiles/79500US0607308-san-diego-county-central-san-diego-northeast-rancho-bernardo-poway-cities-puma-ca/>

¹⁰ <https://www.point2homes.com/US/Neighborhood/CA/San-Diego/Rancho-Bernardo-Demographics.html>

¹¹ <https://webmaps.sandiego.gov/portal/apps/webappviewer/index.html?id=4efd01a2e06246adb36122fcf136f95d>

¹² <https://experience.arcgis.com/experience/0479296790e24e83a8b691d744a000bc/page/Vehicles-per-Household/>

In addition to the 1,350 existing dwelling units, zone SDC-1224 also includes a mix of commercial, institutional, and special-use facilities. These include the Courtyard by Marriott San Diego Rancho Bernardo Hotel, which features 210 guestrooms and approximately 180 on-site parking stalls, and the Church of Rancho Bernardo, which provides approximately 213 on-site parking stalls. Two medical office buildings located directly west of the Project site provide a combined total of approximately 209 on-site parking stalls, while a nearby dental office building includes approximately 92 parking stalls. Additional commercial uses within the zone include a Merrill Lynch Wealth Management Building with approximately 65 parking stalls, a multi-use commercial building with approximately 43 parking stalls, and a U.S. Bank building with approximately 52 parking stalls. A United States Postal Service (USPS) facility within the zone provides approximately 101 on-site parking stalls, and San Diego Fire-Rescue Department Station 33 includes approximately 15 parking stalls. The zone also contains an assisted living facility with approximately 50 on-site parking stalls, as well as the Rancho Bernardo Town Center Shopping Mall, which provides approximately 1,500 additional parking stalls serving shoppers and visitors.

Table 2 summarizes the existing residential and nonresidential land uses within evacuation zone SDC-1224 and the associated number of evacuating vehicles under existing conditions, based on available on-site parking supply and residential vehicle ownership assumptions. As shown in Table 2, currently, there are approximately 1,350 existing dwelling units, which are estimated to generate approximately 2,700 evacuating vehicles, based on an average of two vehicles per household. In addition, a mix of commercial, institutional, and special-use facilities—including hotel, office, medical, retail, civic, and assisted living uses—contribute additional evacuation demand based on their respective on-site parking capacities. Adding the vehicles associated with the existing residential units to the approximately 2,520 vehicles for the non-residential land uses, for a total of approximately 5,220 total number of vehicles that could be present under the existing conditions within SDC-1224. These existing residential and nonresidential land uses collectively contribute to evacuation demand within zone SDC-1224 under existing conditions and form the baseline for evaluating changes associated with the proposed Project development and proposed land use amendments. It is noted that the SDC 1224 area is considered built-out, and therefore the program-level and project-level analysis use the same baseline evacuation assumptions for the SDC 1224 area.

Table 2. Evacuating Vehicles from off-site land uses

Land Use	Number of Evacuating Vehicles (based on number of available parking stalls)
Non-residential land uses	
Courtyard by Marriott San Diego Rancho Bernardo Hotel (210 guestrooms)	180
Church of Rancho Bernardo	213
Two medical office buildings directly west of the Project site	209
Dental Office building	92
Merrill Lynch Wealth Management Building	65
Multi-use commercial building	43
US Bank Building	52
United States Postal Service	101
SDFRD Station 33	15
Assisted Living Facility	50
Rancho Bernardo Town Center Shopping Mall	1,500

Table 2. Evacuating Vehicles from off-site land uses

Land Use	Number of Evacuating Vehicles (based on number of available parking stalls)
Non-residential land uses	
Sub-total	2,520
Existing Residential	
Existing 1,350 residential units within SDC-1224	2,700
Total	5,220

5.2 Project-Level Evacuation Planning Analysis

The project-level analysis below addresses the change from the existing site conditions to the proposed development project conditions. More specifically, the project-level compares the existing on the ground conditions to the proposed on the ground conditions (ground to ground analysis).

5.2.1 Existing Site Evacuation Conditions

The Project site is currently developed with 75,000 square feet of commercial office uses. Under the existing conditions, evacuation demand from the project site is represented by the 271 parking stalls provided for the commercial office buildings. Assuming full occupancy, this would result in approximately 271 evacuating vehicles. The 271 exiting vehicles from the existing project site plus the community's existing evacuating vehicles (5,220) results in a total of 5,491 evacuating vehicles.

Evacuation under existing conditions would primarily occur during daytime or business-hour operations when the commercial uses are occupied. During nighttime hours, commercial activities are not expected to be present on the site, and evacuation demand from the Project site would be minimal or nonexistent. Therefore, the existing commercial development contributes to evacuation demand primarily during daytime conditions and is not expected to generate evacuation traffic at night, when other land uses, such as residential dwelling units, are typically at high occupancy.

This existing condition serves as the baseline for evaluating changes in evacuation demand associated with the proposed Project and the proposed land use designation.

5.2.2 Proposed Development Evacuation Conditions

Under the proposed Project, the site would be developed with 122 multi-family residential townhouse units. The Project proposes 261 parking spaces (2 parking spaces per 122 residential townhouses plus an additional 17 guest parking stalls), this evaluation will utilize the higher evacuation vehicle count of 261.

During daytime hours, the proposed residential development would not increase evacuation demand relative to existing on-site conditions, as the current commercial use provides approximately 271 parking stalls, which represent 10 more evacuating vehicles than the proposed development. During nighttime hours, when commercial uses are not typically occupied, the proposed residential development would include Project-related vehicles on site when residents are at home, introducing up to 261 vehicles that would otherwise not be present under existing conditions.

This increase of 261 vehicles evacuating represents a change to overall evacuation demand during the evening and night hours within evacuation zone SDC-1224 and would constitute a 10% (261/2,700) increase relative to the approximately 2,700 vehicles associated with existing residential development in the zone (see above Section 5.1.1). In addition, the project site emergency evacuation route would consist of vehicles existing from Bernardo Plaza Court, to Bernardo Center Drive, north to Rancho Bernardo Road and west to Interstate 15 where vehicles could exit the local area either north or south (Figure 5). This route totals approximately 0.5 miles, which is a relatively short local evacuation route. Accordingly, the Project-level increase of approximately 261 vehicles along this 0.5-mile route would have a negligible effect to evacuation operations in the area.

5.3 Program-Level Evacuation Planning Analysis

The program-level analysis below addresses the change in evacuation conditions that would result from changing the existing land use designations and zoning to the proposed land use designation and zoning. This analysis specifically addresses the evacuation conditions of the most intense and impactful development permitted under the existing land use designations and zoning compared to the most intense and impactful development permitted under the proposed land use designations and zones. As mentioned above, the most intense and impactful development for the purposes of evacuation planning is the most vehicles entering the roadway during an evacuation.

5.3.1 Evacuation Under Existing Land Use Designation and Zoning

Under the existing Community Commercial (CC-2-3) zoning designation, the Project site could be developed with a range of commercial and employment-oriented land uses, including general office, medical office, retail, restaurant, and similar commercial uses. Based on the allowed Floor Area Ratio of 0.75 and the project site size of 5.4 acres, the maximum square-footage allowed under the existing zoning would be 176,418 square feet. For purposes of evacuation planning, the most impactful development scenario under the current zoning is defined as the land use allowed ministerially that would generate the highest number of occupants and on-site vehicles that would be required to evacuate at a single point in time. Based on the SDMC Table 142-05F, the Project site's existing CC-2-3 base zone permitted development that would require the most parking and result in the most vehicles at the site would be a restaurant use that typically includes 25.0 parking spaces per 1,000 square feet¹³. However, 176,418 square feet of restaurant use at this site would not be feasible considering the project location away from a major roadway, site configuration with minimal street frontage, and that the population planned for this area is not possible to support this high amount of restaurant use. The most impactful reasonable use to assume would be a retail shopping center development that has a maximum parking rate of 6.5 parking spaces per thousand square feet. Therefore, the most impactful permitted use under the existing land use designation and zoning would result

¹³ <https://docs.sandiego.gov/municode/MuniCodeChapter14/Ch14Art02Division05.pdf>

in 1,147 vehicles evacuating from the site. Considering the off-site evacuating vehicles in this evacuation zone total 5,220, the total evacuating vehicles would be 6,367 vehicles under the existing plus maximum site build out conditions.

Accordingly, the existing zoning scenario serves as the program-level baseline for evaluating evacuation impacts of the proposed land use and zoning change.

5.3.2 Evacuation under the Proposed Land Use Designation and Zoning

Under the proposed land use designation and RM-2-5 zoning, the site could be developed with up to 160 residential units. Consistent with the conservative evacuation assumptions used throughout this analysis, residential vehicle estimates were calculated using an average of two (2) vehicles per dwelling unit¹⁴ consistent with household vehicle ownership patterns in the project census tract and the surrounding Rancho Bernardo area. Thus, the proposed land use and zoning would result in a maximum program level evacuation demand of approximately 320 vehicles from the site.

This program-level scenario represents the most evacuation intensive development that could occur under the proposed zoning and is compared against the most impactful development reasonably allowed under the existing zoning. As discussed above, worst-case commercial development under the current zoning is retail use that could generate up to approximately 1,147 vehicles. With the proposed Project being a Community Plan Amendment (CPA) and rezone to change the land use designation from Specialized Commercial (CC-2-3) to Medium Density Residential (RM-2-5), the rezone is estimated to represent a reduction in potential vehicles evacuating by approximately 870 vehicles (or 72.10% reduction in evacuating vehicles at the site). Evacuation zone wide, this would reduce total evacuating vehicles from 6,367 to 5,540, which is a 12.99% reduction. Accordingly, the proposed land use designation would not increase worst-case evacuation demand and may reduce potential evacuation traffic relative to existing zoning conditions.

5.3.3 Evacuation Planning Impact Assessment

The City and County of San Diego have historically had an extremely high success rate for safely evacuating large numbers of people and doing so in a managed and strategic way using available technological innovations. Evacuation issues could result from limited evacuation routes, existing non-conforming narrow evacuation routes, exposures along evacuation routes, lack of temporary refuge areas, and vulnerable community buildings. The Project proposes the development of 122 multi-family townhouse structures which would be constructed to current codes, with access to Bernardo Center Court with code-compliant road widths, temporary refuge areas, and ignition resistant buildings. As noted above, due to the Project's location in close proximity to I-15, along with being an infill Project that is surrounded by existing commercial development and not located in a wildfire prone area with minimal vegetation, it's likely the Project would be delayed or not evacuated at all, allowing other evacuation zones to evacuate first.

¹⁴ San Diego Municipal Code Chapter 14, Article 2: General Development Regulations, Division 5: Parking Regulations
<https://docs.sandiego.gov/municode/MuniCodeChapter14/Ch14Art02Division05.pdf>

Technological advancements and improved evacuation strategies learned from prior wildfire evacuation events have resulted in a system that is many times more capable of managing evacuations. The San Diego County EOP provides a framework for responding to all emergency types and allow for flexibility to address the unique situations that may arise during an incident through use of modern technology to communicate evacuation alerts to specific evacuation areas. With the technology in use today in the County such as smart phones and emergency alerting, evacuations are more strategic and surgical than in the past, evacuating smaller areas which are at the highest risk and phasing evacuation traffic so that it flows more evenly and minimizes the surges that may slow an evacuation. Mass evacuation scenarios where large populations are all directed to leave simultaneously, resulting in traffic delays, are thereby avoided, and those populations most at risk populations can safely evacuate.

In any area, safely undertaking large-scale evacuations may take several hours or more and require moving people long distances to designated areas. Further, evacuations are fluid, and timeframes may vary widely depending on numerous factors, including, among other things, the number of vehicles evacuating, the road capacity to accommodate those vehicles, residents' awareness and preparedness, evacuation messaging and direction, and on-site law enforcement control. Citizen reactions may vary during an evacuation event, although orderly movement during wildfire and other emergencies is not typically unmanageable with proper preparation by emergency managers (Maranghides and Link 2025). The "Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act" guidance from the California Office of the Attorney General suggests that jurisdictions set benchmarks of significance based on past successful evacuations or on those from communities in similar situations. Safely undertaking large-scale evacuations is a complicated process that involves many factors that cannot necessarily be determined in advance.

Overall, as presented in this assessment, safe evacuation of the Project and surrounding community is possible under both project-level and program-level scenarios and implementation of the proposed Project or the associated rezoning would not be expected to substantially impair an adopted emergency response plan or emergency evacuation plan. Additionally, the Project would not expose people or structures to a significant risk of loss, injury, or death as a result of wildfire. Further, the Project would have access throughout the community for temporary relocation and sheltering in place as a contingency option to evacuation off-site.

This analysis evaluated the site's evacuation as a result of a hazard such as wildfire, structure fire, earthquake, and other emergency events that could prompt evacuation or shelter-in-place operations. The Project's infill location, proximity to major transportation corridors, surrounding urban development, and compliance with applicable fire, building, and access codes would support effective emergency response and evacuation under a range of emergency scenarios. In addition to off-site evacuation, the surrounding community provides opportunities for phased evacuation, temporary relocation, and sheltering in place, as determined appropriate by emergency managers on an event-specific basis.

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6 California Environmental Quality Act

CEQA is a disclosure law, meaning it requires the Lead Agency (the City) to evaluate various components of the Project and determine the impacts. A project is not necessarily barred from approval for having impacts but is in violation if it fails to disclose and thereby subject to litigation. The City View Residential Project is currently being reviewed to determine whether it qualifies for an exemption from CEQA, and the CEQA issue questions described below would therefore not be required to apply. Nevertheless, the following discussion is provided for informational and disclosure purposes to summarize how evacuation-related considerations were evaluated in this memorandum should CEQA review be determined applicable.

As related to Wildfire Evacuation, there are two relevant questions that are required to be evaluated for Projects in or near Very High FHSZs, which the Project is not:

- ***Does the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***
These thresholds address the potential effect of the proposed Project on an adopted emergency response plan or emergency evacuation plan. The Wildfire Evacuation Analysis for the Project is addressed above in Section 4. The rezoning of the site and the associated land use that is proposed as part of the City View Residential Project could therefore be built as a result of the rezone would not impact an adopted emergency response plan or emergency evacuation plan. Future development of the site would not be permitted to be designed to block or re-route existing roadways/evacuation routes or propose actions or approaches that are conflicting with local Emergency Operations or Response Plans. Thus, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan.
- ***Would the Project Expose People or Structures Either Directly or Indirectly, to a Significant Risk of Loss, Injury, or Death Involving Wildland Fire?*** The Project site is not expected to experience wildfire hazards comparable to those in designated FHSZs. Nevertheless, the entire development would be required to comply with applicable fire protection requirements, including the California Building Code (CBC) and California Fire Code (CFC), as amended and adopted by the City, to ensure structures are constructed with features that minimize vulnerability to fire. The Project was also evaluated to assess development that could reasonably occur under the existing zoning and to compare it with development that could be permitted under the proposed zoning, including a plan-level buildout of up to 160 dwelling units. Due to the existing paved roadways and development surrounding the site, the Project would not exacerbate off-site wildfire risk. Under the current Project-level analysis which proposed 122 dwelling units, it was estimated to reduce the maximum overall number of potential evacuating vehicles from 271 to 261 (-10 vehicles) and therefore represents a potential improvement in evacuation times for the region. In addition, under the program-level buildout of up to 160 dwelling units under the proposed zoning, the number of evacuating vehicles from the site would decrease from approximately 1,147 vehicles for a 175,418 sf retail use (based on parking estimate under basic SDMC parking requirements) to approximately 320 vehicles, assuming a reasonable factor of two (2) vehicles per dwelling unit and full occupancy at the time of evacuation. This represents a decrease of 827 vehicles. Overall, the project-level and program-level analysis both show a decreased contribution to evacuation vehicles, and it is assumed this would result in a slight decrease in evacuation times for this evacuation zone. Thus, the project would not expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fire.

The impacts for each of these questions can be no impact, less than significant impact, less than significant impact with mitigation incorporated, potentially significant impact. Dudek's opinion is that for each of the CEQA questions, the Project's potential impact is: No Impact.

6.1 California Attorney General's Office Best Practices for Analyzing and Mitigating Wildfire Impacts of Development Projects Under the California Environmental Quality Act

In October of 2022, AG Rob Bonta published a guidance document to assist local agencies to design development projects in a way that minimizes impacts to wildfire ignition, emergency access, and evacuation, and protect California's residents and the environment. The guidance expanded the scope of the CEQA section by asking lead agencies to evaluate the wildfire criteria for all projects located on or near wildfire prone areas, not just those that were in Very High FHSZs as the CEQA appendix states. The guidance document makes it clear that the AG's office feels that "residential developments in the wildland-urban interface and other wildfire prone areas can significantly increase the risks of wildfires and the related risk to public safety. Introducing more people via additional development increases the likelihood of fire ignition, which may then develop into a wildfire. Building housing in the wildland-urban interface also puts more people in harm's way and may hinder evacuation routes and emergency access"¹⁵.

As discovered in this initial review and based off of experience, the level of impact for this Project would likely be No Impact due to the performance of the codes and standards that the Project would be required to comply with. The entire development would be required to comply with applicable fire protection requirements, including the California Building Code (CBC) and California Fire Code (CFC), as amended and adopted by the City, to ensure structures are constructed with features that minimize vulnerability to fire. Furthermore, due to the existing paved roadways and development surrounding the site, the Project would not exacerbate off-site wildfire risk.

¹⁵ <https://oag.ca.gov/news/press-releases/attorney-general-bonta-issues-guidance-local-governments-mitigate-wildfire-risk>

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7 Conclusions

In conclusion, Dudek's analysis results in the following findings classified in the following order: wildfire environment, evacuation, and CEQA.

7.1 Wildfire Environment/Construction Requirements

To summarize Sections 1, 2 and 3 of this technical memorandum, the Project site is not mapped as within a Fire Hazard Severity Zone (FHSZ) by CAL FIRE – OSFM, nor by the City of San Diego/San Diego Fire-Rescue Department (SDFRD) (see Figures 3a, CAL FIRE - Fire Hazard Severity Zone Map and 3b, City of San Diego Fire Hazard Severity Zone Map). Unlike other areas of the City, San Diego County, and throughout southern California where wildfire hazards are designated as moderate, high, or very high fire FHSZs due to topography, vegetation, and weather conditions, the site is not considered subject to such risks due to the flat topography, and limited vegetation due to the existing development on and adjacent to the site. As a result, the Project is not expected to experience wildfire hazards comparable to those in designated FHSZs. Nevertheless, the entire development would be required to comply with applicable fire protection requirements, including the California Building Code (CBC) and California Fire Code (CFC), as amended and adopted by the city, to ensure structures are constructed with features that minimize vulnerability to fire.

As presented in Figure 4, there have been 41 recorded fires since 1900 by CAL FIRE in their FRAP database (FRAP 2025) that burned within a five-mile radius of the Project site. Recorded wildfires within 5 miles range from approximately 25 acres to approximately 270,686 acres (2003 Cedar Fire) and the average fire size is approximately 8,617 acres, not including the 2003 Cedar Fire. There have only been three (3) wildfires since 2000 with the 2014 Bernardo Fire (approximately 1,331 acres) being the most recent fire. None of the identified wildfires have burned on the Project site.

7.2 Evacuation Analysis

The proposed Project is seeking a Community Plan Amendment (CPA) and rezone to change the land use designation from Specialized Commercial (CC-2-3) to Medium Density Residential (RM-2-5). This rezone would allow up to 160 multi-family residential units at the site. The Project proposes to demolish the existing 75,000 square feet of commercial office structures and construct 122 new single-family residential townhouse structures to the latest fire and building codes. The Project-level analysis addresses the evacuation changes resulting from replacing the existing 75,000 square feet of commercial office with 122 multi-family residential units. The Program-level analysis addresses the evacuation changes that would result from changing the existing most impactful use allowed under the existing land use designation/zoning (CC-2-3) to the most impactful use under the proposed RM-2-5 zoning.

To summarize the analysis in this technical memorandum, the Project analysis is based on the number of evacuating vehicles. A summary of the evacuation analysis is provided in Table 3 below. Under the Project-level analysis where 75,000 sf of commercial office is replaced with 122 multi-family residential units, the number of evacuating vehicles from the site would decrease from 271 to 261, which would reduce the contribution to evacuating vehicles in the area by approximately 10 vehicles or 3.69% ($10 \div 271 = 3.69\%$). Considering the base evacuating vehicles from other areas in the evacuation zone of 5,220, this represents a decrease of 0.18% in the

evacuation zone. As evacuation times are directly correlated to the number of evacuating vehicles, the Project-level scenario would result in a decrease of evacuation times.

Under the Program-level analysis where a maximum allowed 176,418 sf retail use is replaced with 160 multi-family residential units, the number of evacuating vehicles from the site would change from the 1,147 vehicles associated with the site to 320, which would reduce the number of evacuating vehicles in the area by 827 vehicles or 72.10%. Considering the off-site areas within this evacuation zone generate 5,220 vehicles, the project land use amendments would result in a 12.99% reduction in evacuating vehicles under the maximum buildout conditions. As evacuation times are directly correlated to the number of evacuating vehicles, the Program-level scenario would be expected to result in a slight decrease of evacuation times. The number of evacuating vehicles on site would be accommodated by the surrounding multi-route roadway network and managed through phased evacuation strategies that maintain traffic flow and roadway capacity. Furthermore, due to the Project's infill setting and low hazard exposure, evacuation of the site would likely be delayed or unnecessary, further limiting any effect on overall evacuation clearance times.

Table 3. Evacuating Vehicles - Project Site

Land Use Scenario	Units or Square-Footage (sf)	Vehicles Generation	Number of Evacuating Vehicles
Project-level			
Existing Conditions (75,000 sf)	75,000 sf	271 existing parking spaces	271
Proposed 122 units	122 units	261 proposed parking spaces	261
Change	-	-	-10
Program-level			
Most Impactful Permitted Development Under the Existing Land Use and Zoning - Retail	176,418 sf	6.5 vehicles per ksf	1,147
Most Impactful Permitted Development Under the Proposed Land Use and Zoning - Multi-family Residential Units	160 units	2.0 vehicles per dwelling unit	320
Change	-	-	-827

Table 4. Evacuating Vehicles - Evacuation Zone

Land Use Scenario	Off-site Evacuating Vehicles	Existing Site Evacuating Vehicles	Existing Total	Proposed Project Evacuating Vehicles	Proposed Project Total	Change		
						Site Vehicles Evacuating	Site %	Overall Evacuating Vehicles %
Project-level	5,220	271	5,491	261	5,481	-10	-3.69%	-0.18%
Program-level	5,220	1,147	6,367	320	5,540	-827	-72.10%	-12.99%

The roadway network can work in tandem with the City of San Diego's and the County's emergency planning for maximum efficiency of each roadway to systematically move people out of the area, should evacuation be deemed necessary. The Project does not cut-off or otherwise negatively impact the City of San Diego's or the County's evacuation routes. The Project would be expected to include layered fire protection features and not be exposed to wildfire. The Project does not offer available fuel for embers, so a spot fire is unlikely to occur. As such, the Project may not need to be evacuated or could be evacuated later, allowing nearby residential and commercial areas with less protective features to be evacuated first.

7.3 CEQA Analysis

Based off the assumptions analyzed in this technical memo, the Project is not required to be reviewed against the Wildfire Questions in Appendix G because the project is not in or near a Fire Hazard Severity Zone. Nonetheless, it is unlikely that the Project creates impacts under any of the Wildfire CEQA thresholds due to the inherent safety of complying with modern fire and building codes as well as the lack of exposure to wildfire, and the possible evacuation contingency options offered to emergency management professionals.

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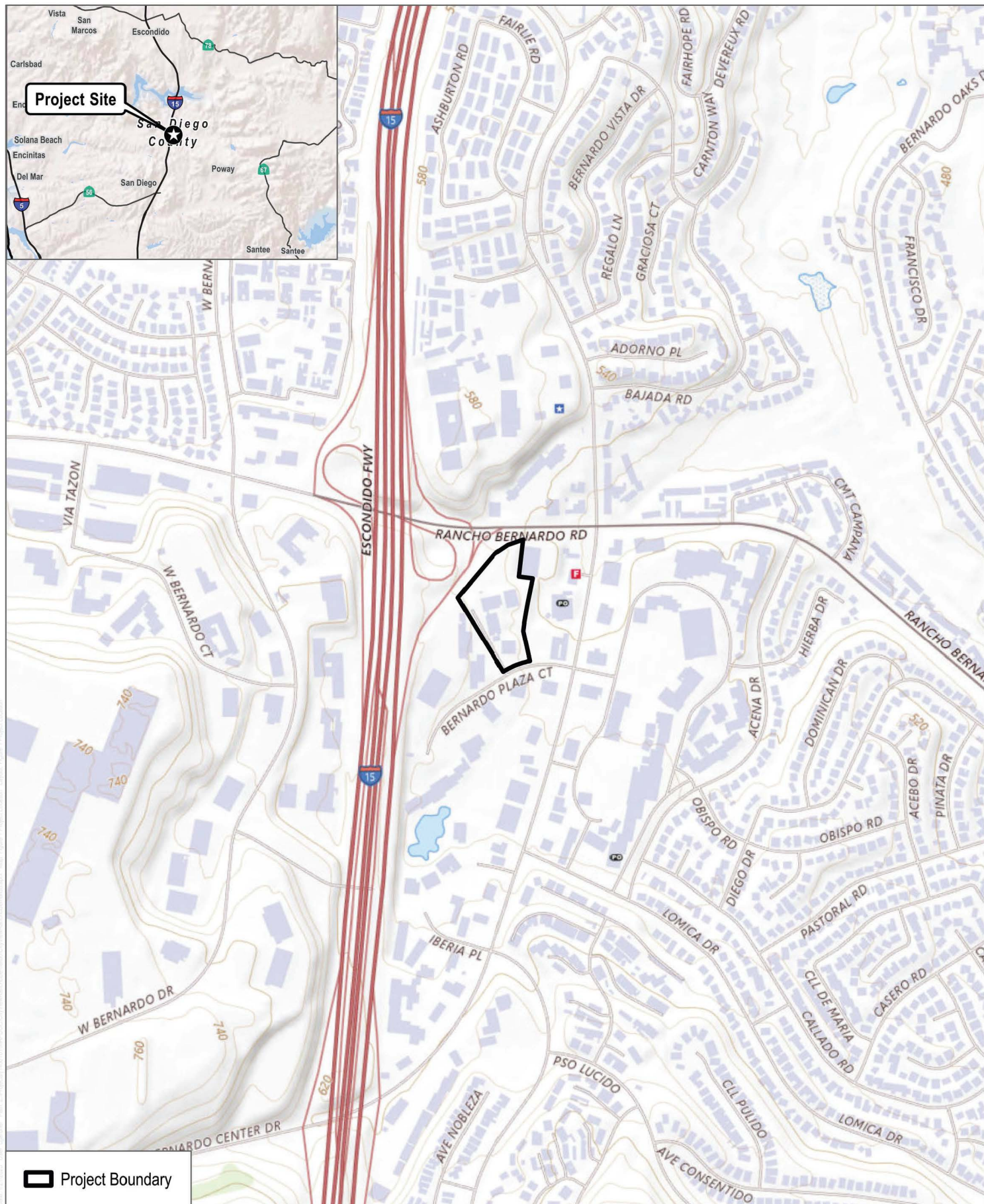
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FIGURES



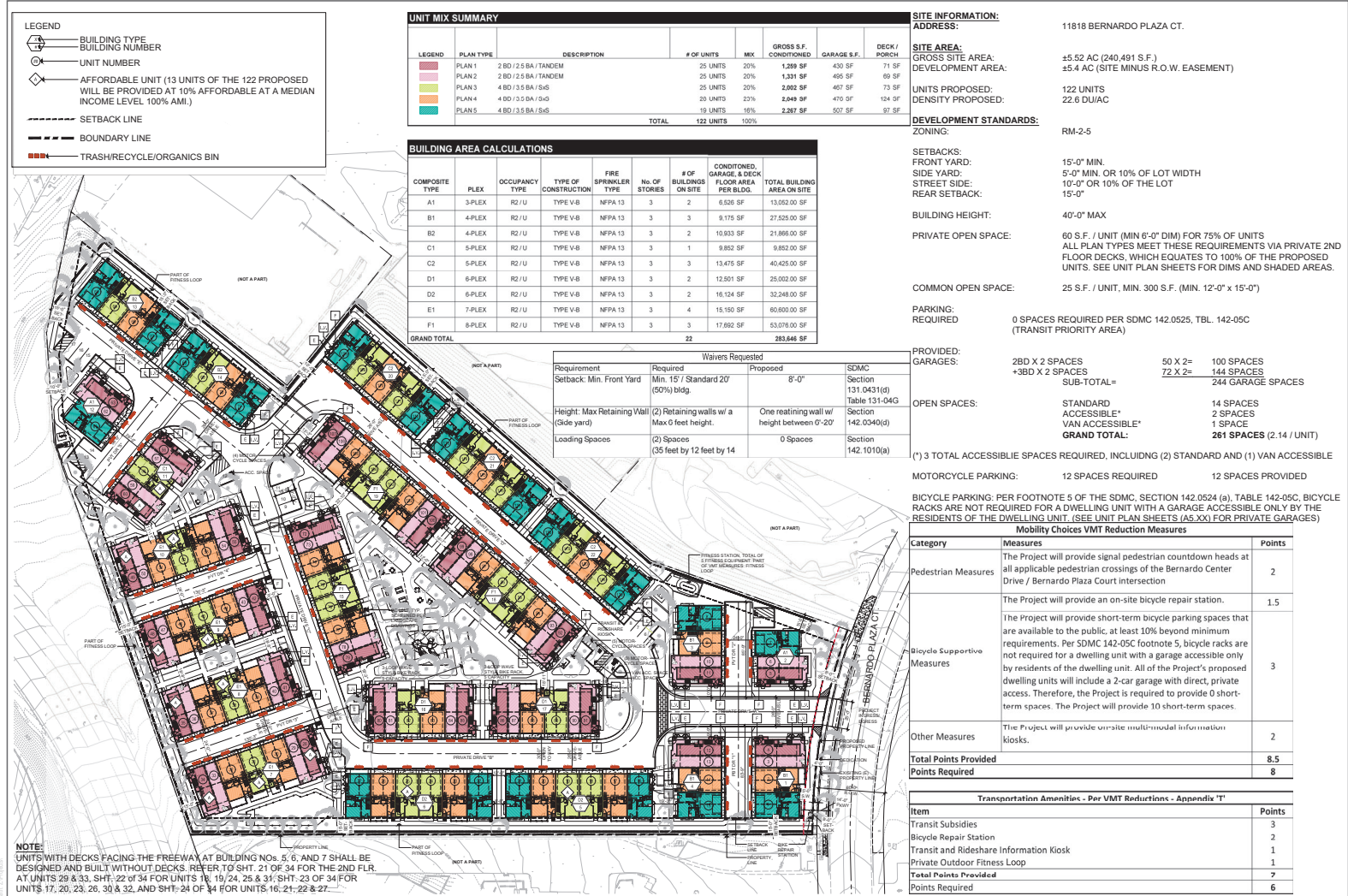
SOURCE: USGS National Map 2025

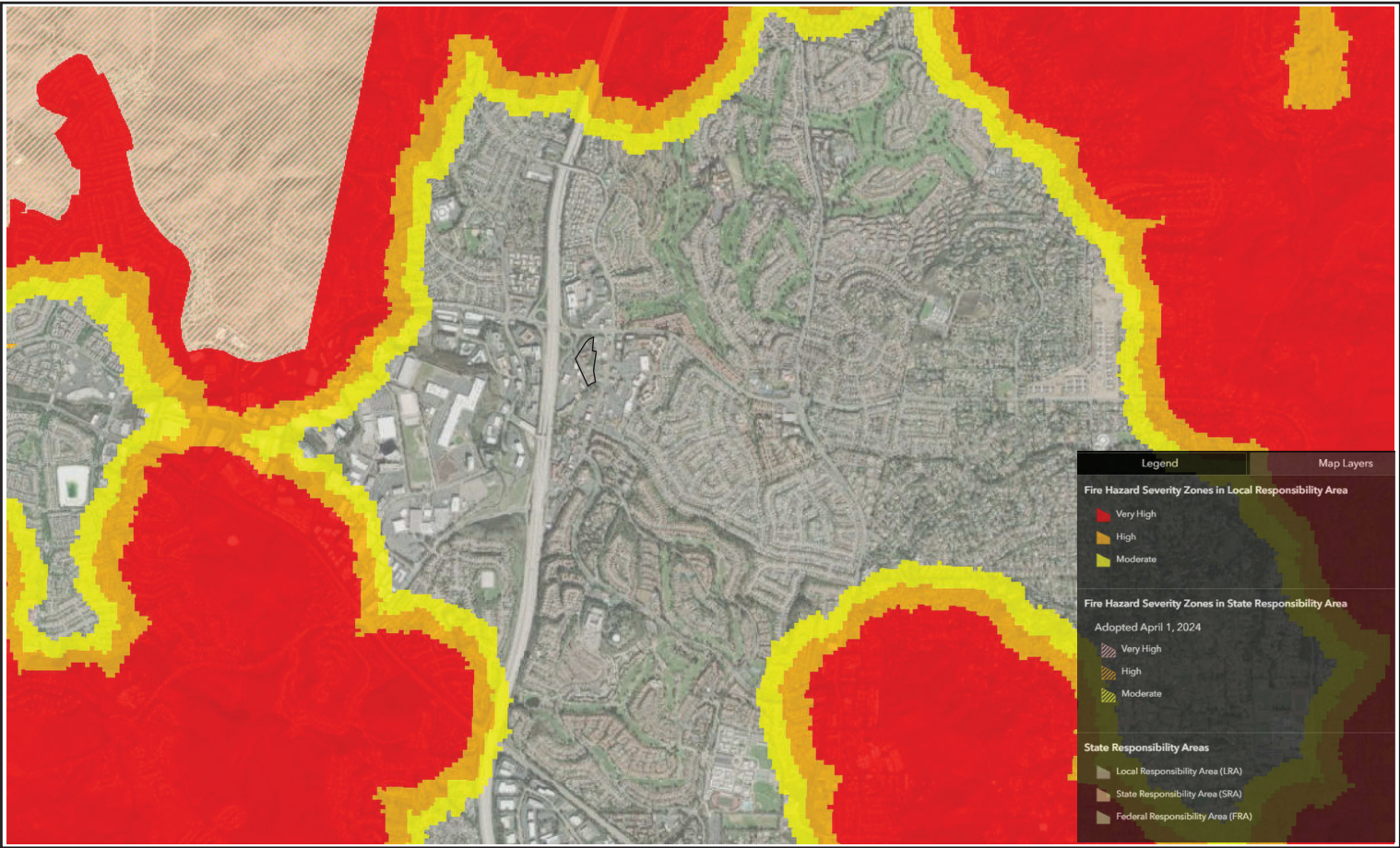
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FIGURE 1
Vicinity Map
City View Project





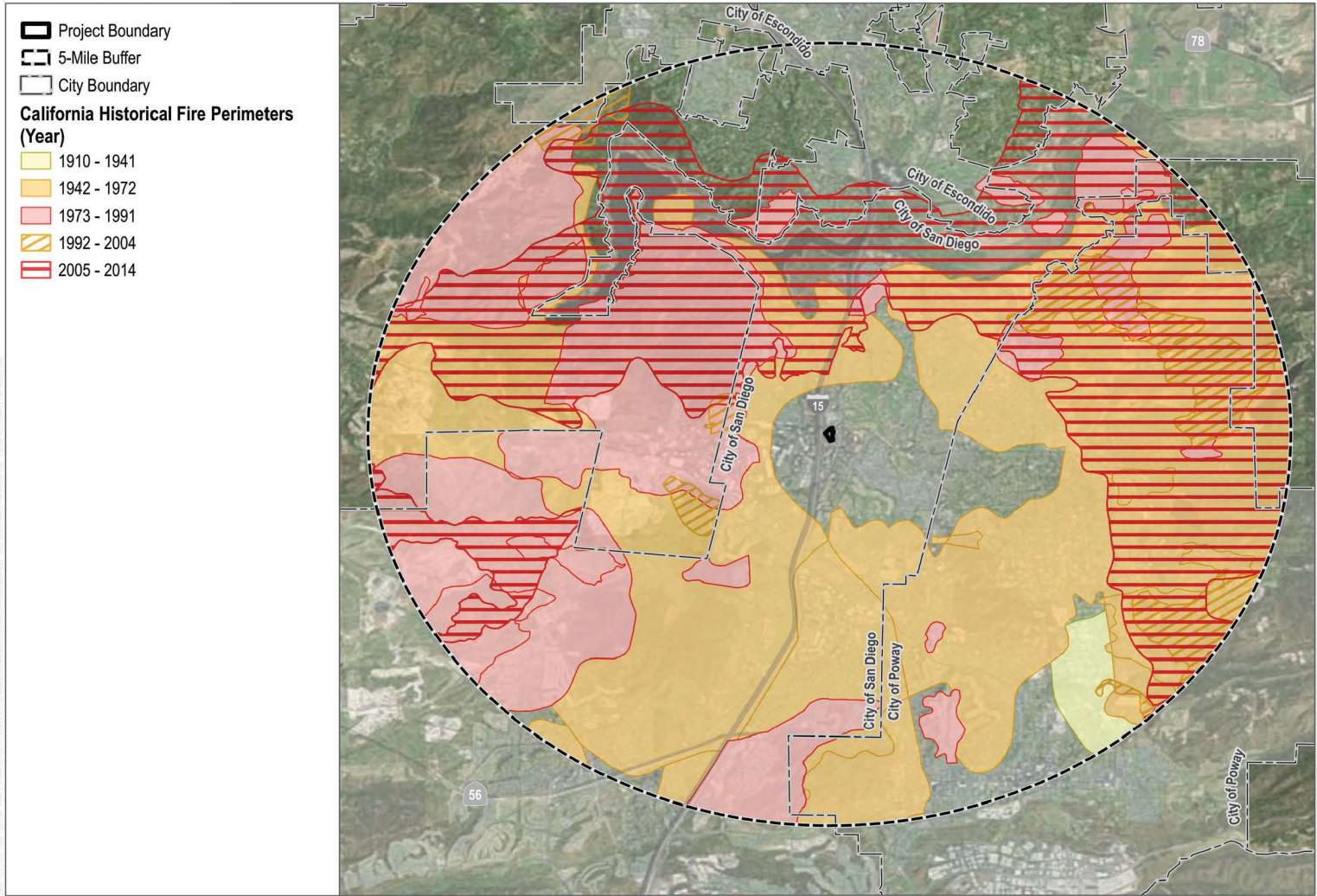
SOURCE: CAL FIRE - Office of the State Fire Marshal (OSFM), Accessed February 2026



FIGURE 3A
CAL FIRE Fire Hazard Severity Zone Map
City View Project



SOURCE: County of San Diego, Planning and Development Services, LUEG-GIS Service, City of San Diego, Accessed February 2025



SOURCE: Bing Maps (Accessed: 2024); Open Street Map 2024; CalFire 2024

Figure 4
Fire History Map
City View Project

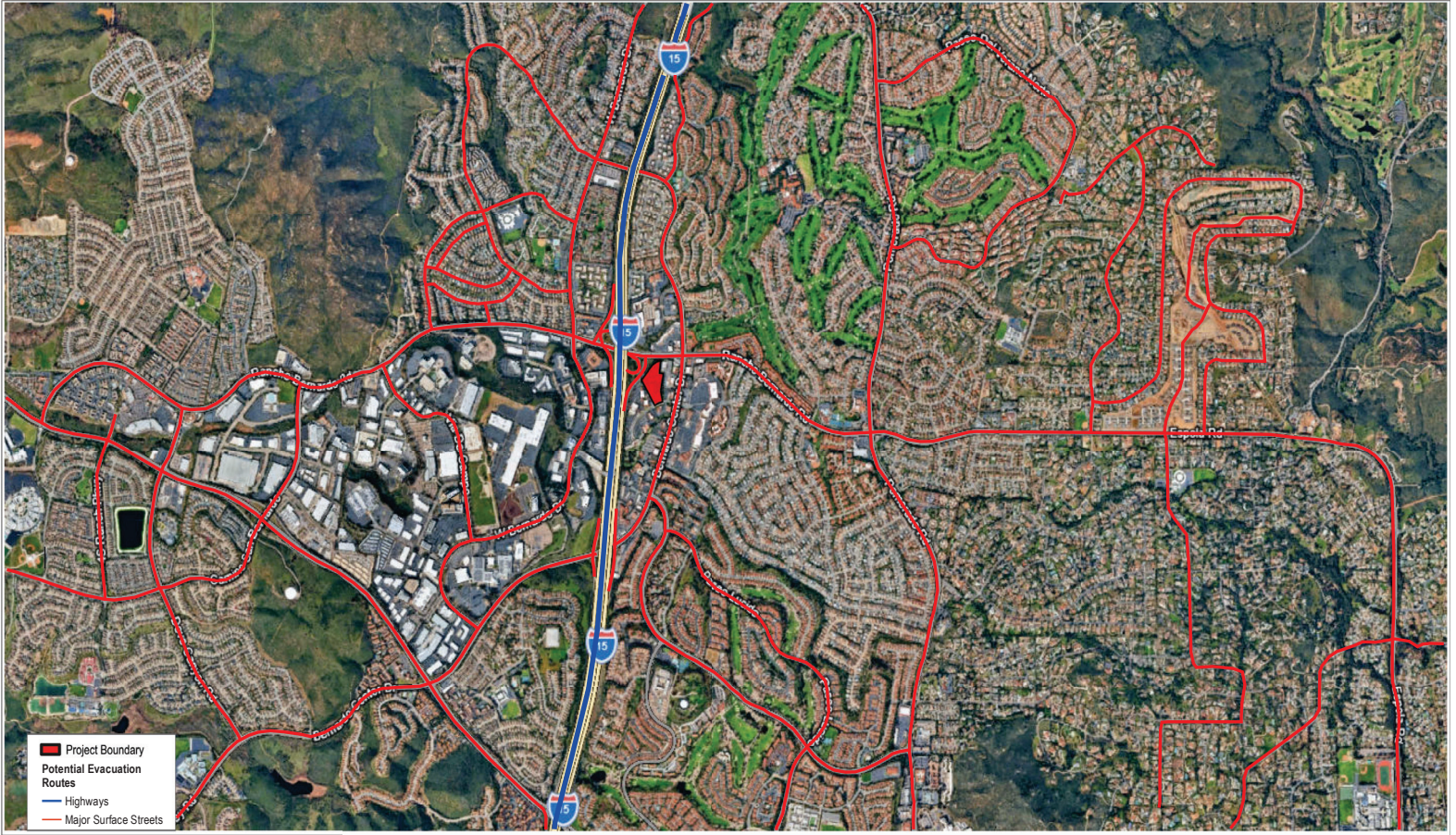


FIGURE 5
Fire Evacuation Routes
City View Project



SOURCE: Esri World Imagery; GoogleEarth Street Map 2025; Genasys Project 2025

ATTACHMENT 1

PHOTOGRAPH LOG



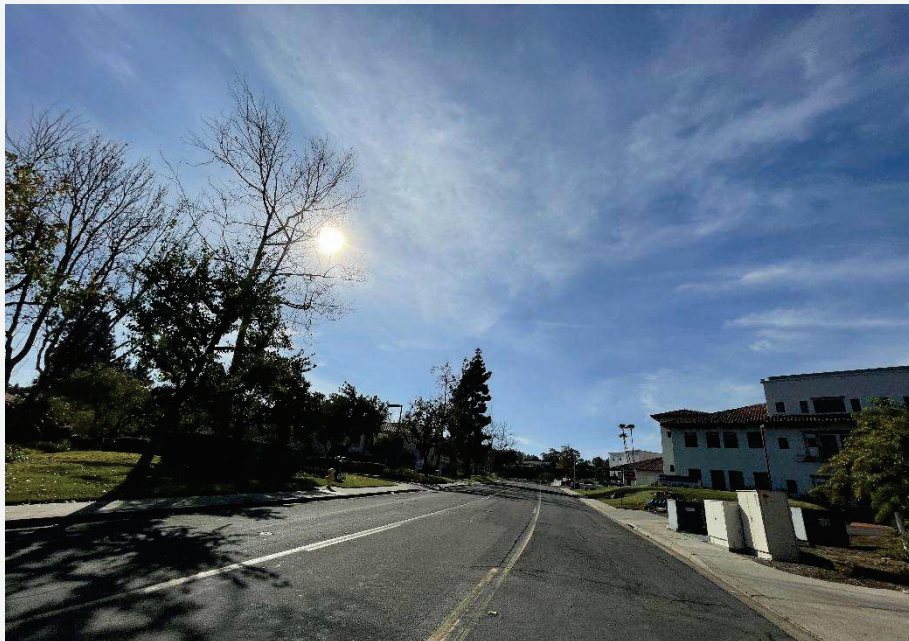
Photograph 1: Photograph looking north along Bernardo Plaza Ct. towards the western side of the existing Bernardo Plaza Court Commercial building.



Photograph 2: Photograph looking north along Bernardo Plaza Ct. towards the eastern side of the existing Bernardo Plaza Court Commercial building.



Photograph 3: Photograph looking north/northeast up Bernardo Plaza Court towards Bernardo Center Drive.



Photograph 4: Photograph looking southwest down Bernardo Plaza Court towards the end of the cul-de-sac street.



Photograph 5: Photograph looking south/southwest at the cul-de-sac at the end of Bernardo Plaza Court.



Photograph 6: Photograph looking north along the eastern side of the existing Bernardo Plaza Court Commercial building and existing parking lot.



Photograph 7: Photograph looking south/southwest across the rear of the existing Bernardo Plaza Court Commercial building and existing parking lot.



Photograph 8: Photograph looking south along the western side of the existing Bernardo Plaza Court Commercial building and existing parking lot area.



Photograph 9: Photograph looking south along the western property boundary of the existing Bernardo Plaza Court Commercial building and existing parking lot area.



Photograph 10: Photograph looking south/southeast towards Bernardo Plaza Ct. and the two existing entrances into the existing Bernardo Plaza Court Commercial building and existing parking lot area.