



THE CITY OF SAN DIEGO

SINGLE-CONDITION NEGATIVE DECLARATION

Project No. 1123397

SCH No. TBD

SUBJECT: **11818 Bernardo Plaza Court (City View):** GENERAL PLAN AMENDMENT from Commercial Employment, Retail, and Services to Residential, COMMUNITY PLAN AMENDMENT from Specialized Commercial to Residential – Medium Density (14-29 dwelling units per acre), REZONE from Commercial – Community (CC-2-3) to Residential – Multiple Unit (RM-2-5), and VESTING TENTATIVE MAP to demolish 75,000 square feet of existing commercial buildings, subdivide the existing parcels, and construct 22 buildings that contain 122 townhome-style residential units (including 13 affordable units). In addition, the project includes 9,000 square feet of common outdoor space and supporting infrastructure. Three waivers are being requested: reduce the minimum front yard setback from 15 to 8 feet, increase the maximum retaining wall height from 6 to 20 feet, and remove loading space requirements. The approximately 5.5-acre site located at 11818, 11828, 11838, 11848 and 11858 Bernardo Plaza Court is designated Specialized Commercial and zoned Commercial – Community (CC-2-3) within the Rancho Bernardo Community Plan. The project site is within the following overlay zones: Complete Communities Mobility Choices: Mobility Zone 2, Parking Standards Transit Priority Area, Transit Priority Area, and Sustainable Development Area. (LEGAL DESCRIPTION: Parcel A, Lot 31 of Bernardo Town Center Unit No. 7 in the City of San Diego, County of San Diego State of California, according to Map Thereof No. 7890, filed in the Office of the County Recorder of San Diego County, February 28, 1974. Parcel B, a non-exclusive easement of enjoyment in and to the “Common Area,” pursuant and subject to the terms and provisions of the “Restatement of Declaration of Building Restrictions and Architectural Control” recorded February 10, 1976, as Instrument No. 76-040172, as amended by “First Amendment to Restatement of Building Restrictions and Architectural Control” recorded June 3, 1976, as Instrument No. 76-170427 and “Amendment to Restatement of Building Restrictions and Architectural Control” recorded October 30, 1978 as Instrument No. 78-468490, all of official records. APN: 274-781-1400) APPLICANT: KB HOME CAL MANAGEMENT SERVICES, LLC

I. PROJECT DESCRIPTION:

See attached Single-condition Initial Study.

II. ENVIRONMENTAL SETTING:

See attached Single-condition Initial Study.

III. DETERMINATION:

In accordance with California Environmental Quality Act (CEQA) Sections 21080.66 and 21080.1, the City of San Diego has conducted a Single-condition Initial Study and determined that the proposed project will not have a significant environmental effect on the environment, and the preparation of an Environmental Impact Report will not be required.

IV. DOCUMENTATION:

The attached Single-condition Initial Study documents the reasons to support the above Determination.

V. MITIGATION, MONITORING AND REPORTING PROGRAM (MMRP)

None.

VI. PUBLIC REVIEW DISTRIBUTION

Draft copies or notice of this Document were distributed to:

STATE OF CALIFORNIA

Caltrans District 11 (31)

California Native American Commission (56)

Office of Land Use and Climate Innovation (LCI) - State Clearinghouse (46A)

CITY OF SAN DIEGO

Transportation and Development (78)

Rancho Bernardo Branch Library (81AA)

San Diego Housing Commission (88)

Community Forest Advisory Board (90)

Mayor's Office (91)

Environmental Services (93A)

City Attorney's Office (93C)

Development Services Department

Development Project Manager

Environmental Analysis Section

Land Development Review- Planning

Land Development Review - Landscape

Map Check

Transportation

Geology

Engineering

Landscape
Water and Sewer
Planning Department
Long-Range Planning
Park and Recreation
Public Facilities Financing

OTHER INTERESTED PARTIES

San Diego Association of Governments (108)
Poway Unified School District (124)
The Pomerado Newspaper Group (136)
Daily Transcript/City Bulletin (A33)
Pala Band of Mission Indians (225N)
Viejas Band of Kumeyaay Indians (225I)
Rancho Bernardo Community Council (398)
Rancho Bernardo Community Planning Board (400)
David Bentley, Applicant
Tyler Marshall
Helen DuBois
Richard Drury
Molly Greene
Chase Preciado
John Stump

VII. RESULTS OF PUBLIC REVIEW:

- ☐ No comments were received during the public input period.
- ☐ Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary and the letters are incorporated herein.
- ☐ Comments addressing the accuracy or completeness of the draft environmental document were received during the public input period. The letters and responses are incorporated herein.

Copies of the Negative Declaration and associated project-specific technical appendices, if any, may be accessed on the City's CEQA webpage at <https://www.sandiego.gov/ceqa/final>.



Dawna Marshall
Senior Planner
Development Services Department

7/15/2026

Date of Draft Report

Date of Final Report

Analyst: D. Marshall

Attachments:

- Single-Condition Initial Study Checklist (Land Use)
- Figure 1: Regional Location
- Figure 2: Aerial Photograph
- Figure 3: General Plan Amendment
- Figure 4: Community Plan Amendment
- Figure 5: Rezone
- Figure 6: VTM No. 3320457
- Figure 7: Fire Access Plan

Appendices (bound separately):

- Appendix A – California Environmental Quality Act Section 21080.66 Statutory Infill Housing Exemption Checklist
- Appendix B- California Environmental Quality Act Section 21080.1b Near-Exempt Housing Project Checklist
- Appendix C - General Plan and Rancho Bernardo Community Plan Consistency Analysis
- Appendix D – Air Quality Assessment
- Appendix E – Greenhouse Gas Assessment
- Appendix F – Technical Memorandum - Evacuation Planning
- Appendix G– Noise Study
- Appendix H – Vehicle Miles Traveled Assessment

SINGLE-CONDITION INITIAL STUDY CHECKLIST

1 INTRODUCTION

1.1 Review for Exemption

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15061, the City of San Diego (City) completed a review to determine whether the project is exempt from CEQA. The City review evaluated if the project may be exempt in accordance with CEQA (California Public Resources Code sections 21000, et seq, as amended), and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, section 15000, et seq.), including CEQA Section 21080.66 for the Statutory Infill Housing Development Exemption. A California Environmental Quality Act Section 21080.66 Statutory Infill Housing Exemption Checklist was completed for the project and is included as Appendix A. As shown in Appendix A, the project would have qualified for this CEQA Section 21080.66 statutory exemption, except for the single condition requiring the project to be consistent with the applicable General Plan and Zoning Ordinance in place at the time the project application was deemed complete. The project would not be consistent with the existing designation and zoning, as the project proposes 122 multi-family residential units in an area designated as Commercial Employment, Retail & Services by the General Plan, designated Specialized Commercial by the Rancho Bernardo Community Plan and zoned (CC-2-3).

1.1 Single-Condition Initial Study

Per CEQA Section 21080.1, a proposed housing development project that would otherwise be exempt from CEQA pursuant to a statutory exemption, or categorical exemption (Class 1 to 5, inclusive, 12, 15, 20, 27, 30, or 32) but for a single condition detailed in the statutory exemption or aforementioned categorical exemption criteria or exception (aka a “near-miss” of an exemption or a “near-exempt” project), the application of CEQA to the approval of the proposed housing development project shall be limited to effects upon the environment that are caused solely by that single condition. CEQA Section 21080.1 defines a “condition” as a physical or regulatory feature of the project or its setting or an effect upon the environment caused by the project. To qualify, the project must be a housing development project as defined in Section 65589.5 of the Government Code and certain location criteria.

To assess the proposed project’s eligibility for the single-condition environmental review, the City completed the CEQA Section 21080.1b Near-Exempt Housing Project Checklist, which is included as Appendix B. As detailed in Near-Exempt Housing Project Checklist, the project meets the CEQA Section 21080.1(b) criteria for a single-condition environmental review and none of the exclusions apply. As the project inconsistency with the existing designation and zoning is a regulatory feature, it qualifies as a condition per CEQA Section 21080.1. Thus, the CEQA review of environmental effects shall be limited to those effects that are caused by the single condition. Since the near-miss of the exemption resulted from a land use and zoning inconsistency, the Single-Condition Initial Study analysis herein is appropriately focused on land use and zoning consistent with CEQA Section 21080.66 that requires the analysis to be limited to effects upon the environment that are caused solely by that single condition.

2 PROJECT INFORMATION

1. Project title/Project number: 11818 Bernardo Plaza Court (City View) / PRJ-1123397
2. Lead agency name and address: City of San Diego, Development Services Department,
7650 Mission Valley Road, MS DSD-1A, San Diego, CA 92108
3. Contact person and phone number: Dawna Marshall, (619) 687-5904
4. Project location: 11818, 11828, 11838, 11848, and 11858 Bernardo Plaza Court San Diego, CA 92128

5. Project Applicant/Sponsor's name and address: KB HOME CAL MANAGEMENT SERVICES, LLC, 9915 Mira Mesa Blvd, Suite 100, San Diego, CA 92131
6. General/Community Plan designation: Commercial Employment, Retail, & Services/ Specialized Commercial
7. Zoning: CC-2-3
8. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement): None required.
9. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.66(b)? If so, has consultation begun?
Consistent with CEQA Section 21080.66(b), the City notified all tribes identified by the Native American Heritage Commission as traditionally and culturally affiliated with the project site via email and a return-receipt certified mailed letter on March 26, 2026. On April 3, 2026, the Pala Band of Mission Indians requested consultation and consultation was immediately initiated. A consultation meeting was conducted on April 22, 2026 and tribal cultural resources monitoring was requested by the Pala Band of Mission Indians. The City and the Pala Band came to an agreement, and a tribal cultural resource monitoring condition shall be included as a part of the project. Consultation with the Pala Band of Mission Indians was concluded on May 6, 2026. No other tribes requested further consultation during the 60-day request period.

3 ENVIRONMENTAL SETTING

The project site is located east of Interstate 15 (I-15) and south of Rancho Bernardo Road within the Rancho Bernardo Community Plan Area of the City of San Diego (Figure 1, *Regional Location*, and Figure 2, *Aerial Photograph*). Surrounding land uses are designated as Specialized Commercial by the Rancho Bernardo Community Plan (1978, as amended) and designated Commercial Employment, Retail, & Services by the General Plan (2024, as amended). The existing surrounding land uses include commercial offices, medical offices, a bank, U.S. Postal Service, and San Diego Fire-Rescue Department Station 33. The site is adjacent to Interstate 15 and the associated Rancho Bernardo Road freeway ramps. Other uses in the area include banks, commercial and medical offices, a hotel, and retail.

4 PROJECT DESCRIPTION

The project proposes a General Plan Amendment (GPA), Community Plan Amendment (CPA), Rezone, and Vesting Tentative Map (VTM) to demolish the existing 75,000 square-foot commercial office buildings, designate the site for Medium Density Residential land uses and RM-2-5 zoning, and subdivide the existing parcels in order to grade and construct 22 buildings containing 122 townhome-style residential units (Figures 3 to 6). The project would include 13 affordable units at 100% area median income. The project also includes approximately 9,000 square feet of common open space with a play structure, a bicycle rack, tables, barbecues, and a shade structure. The project would also include active and passive recreational spaces, including a dog run at the western corner of the project site, a bicycle repair station located at the southern boundary of the project site, an approximately 0.40-

mile walking trail around the perimeter of the project, and fitness equipment located adjacent to the walking trail.

The project includes 10 private drives (Private Drives "A" through "E" and "1" through "5"), and vehicular access would be provided via a proposed 25-foot-wide driveway along Bernardo Plaza Court at the southern portion of the site. Fire access would also be provided via Bernardo Plaza Court as shown in Figure 7, *Fire Access Plan*. Private Drive "A" would include 26 feet curb-to-curb width, curb and gutter, and landscaping and a four-foot sidewalk on either edge. Private Drives "B" and "D" would include 26 feet edge of pavement to rolled curb width and a rolled curb along the interior edge of Private Drives "B" and "D". Private Drives "C" and "E" would include 26 feet curb-to-curb width, a 6-inch curb and 4-foot sidewalk along the western edge, and a rolled curb along the eastern edge of Private Drives "C" and "E". Private Drives "1" through "5" would include 24 feet edge of pavement to curb width and a rolled curb along the northern edge of Private Drives "1" and "2", the western edge of Private Drives "3", "4", and northern edge of Private Drive "5". Frontage improvements to Bernardo Plaza Court would include a dedication of four feet of right-of-way (ROW), to provide a total ROW width of 64 feet, widen the existing 10-foot-wide parkway by 4 feet and construct a 14-foot parkway including five feet of non-contiguous sidewalk and 8 feet of landscape buffer. Additionally, the project includes the addition of a streetlight on Bernardo Plaza Court across from the project's entry.

The project applicant is requesting a waiver from the San Diego Municipal Code (SDMC) Table 131-04G minimum front yard setback requirement of 15 feet to instead provide an eight-foot front yard setback, a waiver from SDMC Section 142.0340 side yard retaining wall height requirement of two retaining walls with a maximum height of six feet to instead provide one retaining wall with a height ranging from six feet to 20 feet, and a waiver from SDMC Section 142.1010 loading space requirement of two spaces to no loading spaces provided.

The project's proposed water, sewer, fire, and storm drain lines would connect to existing infrastructure within Bernardo Plaza Court, and the project includes water main improvements within Bernardo Plaza Court. Storm drain inlets and three modular wetland systems are proposed throughout the project site.

The project would provide 261 parking spaces, including two spaces within each residential garage for a total of 244 parking spaces, 17 guest spaces (including three accessible spaces, two of which would be van accessible spaces) and 12 motorcycle parking spaces.

The project would include the demolition of 75,000 square feet of commercial office buildings and associated landscape and hardscape. The project would grade approximately 5.4 acres of the site. Grading would involve 13,834 cubic yards of cut with a maximum cut depth of 10.7 feet and 14,291 cubic yards of fill with a maximum fill depth of 18.3 feet.

5. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| ☐ Aesthetics | ☐ Greenhouse Gas Emissions | ☐ Public Services |
| ☐ Agriculture and Forestry Resources | ☐ Hazards & Hazardous Materials | ☐ Recreation |
| ☐ Air Quality | ☐ Hydrology/Water Quality | ☐ Transportation |
| ☐ Biological Resources | ☐ Land Use/Planning | ☐ Tribal Cultural Resources |
| ☐ Cultural Resources | ☐ Mineral Resources | ☐ Utilities/Service System |
| ☐ Energy | ☐ Noise | ☐ Wildfire |
| ☐ Geology/Soils | ☐ Population/Housing | ☐ Mandatory Findings Significance |

6. DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study evaluation:

- ☒ The proposed project would not have a significant effect on the environment, and SINGLE-CONDITION INITIAL STUDY / NEGATIVE DECLARATION shall be prepared.
- ☐ The proposed project would have a potentially significant effect on the environment that would be mitigated to below a level of significance, and a SINGLE-CONDITION INITIAL STUDY / MITIGATED NEGATIVE DECLARATION with a MITIGATION, MONITORING AND REPORTING PROGRAM shall be prepared.
- ☐ The proposed project would have a potentially significant effect on the environment and mitigation would be provided to reduce the impact but not to below a level of significance, and a SINGLE-CONDITION ENVIRONMENTAL IMPACT REPORT with a MITIGATION, MONITORING AND REPORTING PROGRAM shall be prepared.
- ☐ The proposed project will have a significant effect on the environment with no feasible mitigation, and a SINGLE-CONDITION ENVIRONMENTAL IMPACT REPORT shall be prepared.

7. EVALUATION OF SINGLE-CONDITION ENVIRONMENTAL IMPACTS

The environmental impact analysis below is limited to the CEQA Guidelines Appendix G Land Use and Planning checklist issues, as the near exempt condition consists of the project inconsistency with the existing general plan and zoning ordinance, and this analysis shall be limited to effects upon the environment that are caused solely by that single condition in accordance with CEQA Statute Section 21080.1(b)(1). As further explained in CEQA Statute Section 21080.1(b)(2), an initial study prepared for a housing development project subject to this subdivision is only required to examine those effects that the lead agency determines, based upon substantial evidence in the record, are caused solely by the single condition that makes the proposed housing development project ineligible for the statutory exemption or categorical exemption.

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses", as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or (mitigated) negative declaration. *Section 15063(c)(3)(D)*. In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated", describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

ISSUE	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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XI. LAND USE AND PLANNING – Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project is surrounded by commercial land uses to the north, south, east, and west and by undeveloped residential land uses to the northeast. The project includes the demolition of existing commercial office buildings and the construction of 122 residential units on the project site. Access to the project site would be provided via a proposed driveway along Bernardo Plaza Court at the southern portion of the site similar to the existing conditions. The project site is located within an urbanized area containing existing commercial land uses, and the project does not contain components that would physically divide an established community. Therefore, the inconsistency with the existing land use and zoning of the project site and the proposed change in land use and zone would not physically divide an established community, and no impact would occur.

ISSUE	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
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- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☒ | ☐ |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

General Plan and Community Plan

As indicated in Appendix A, the project would conflict with the existing General Plan land use designation (Commercial Employment, Retail & Services) of the site, Community Plan land use designation (specialized commercial) of the site and the site zoning (CC-2-3), as the site is currently designated and zoned for specialized commercial uses and the project proposes multi-family residential. As detailed in the project's General Plan and Rancho Bernardo Community Plan Consistency Analysis (see Appendix C), the project would be consistent with all applicable General Plan and Rancho Bernardo Community Plan policies with the approval of the proposed GPA, CPA and Rezone. Thus, the project would not conflict with the General Plan or Community Plan. With implementation of the Rezone and allowed waivers, the project would provide multi-family residential development consistent with the provisions of the RM-2-5 zone.

Waivers

As discussed in the project description, the project includes three waivers to allow for a reduced front yard setback, increased retaining wall height, and elimination of loading spaces. The project's requested waivers would not result in a significant physical impact on the environment, as detailed below.

The project includes a waiver from the SDMC front yard setback requirements. Front yard setbacks ensure visibility between buildings and maintain open areas for landscaping and green spaces. Specifically, the project's requested waiver to reduce the front setback from 15 to 8 feet would not result in significant view blockage or create a negative aesthetic. The reduced setback would not impede on any scenic vista corridor. The Rancho Bernardo Community Plan identifies the nearby Webb Park as a visual resource and establishes a Community Plan Implementation Overlay Zone (CPIOZ) over that area. The project is not located within that CPIOZ and would not affect views of that park considering the project location on a different roadway. As shown in Figure 5, the project includes a 14-foot parkway along the project frontage on Bernardo Plaza Court and landscaping within the proposed front yard setback. As the project would include adequate parkway with landscaping, the reduced setback would continue to provide an adequate visual buffer and would not result in a negative aesthetic. The waiver would not result in significant physical impacts on the environment.

The project's requested waiver from the SDMC Section 142.0340 requirement of two retaining walls with a maximum height of six feet to instead provide one retaining wall with a height ranging from six feet to 20 feet would not result in significant physical impacts to the environment, including visual resources. The project proposes two retaining walls; one along the west side of the property that wraps around to the northwestern boundary and one along the east side of the property that wraps around to the northeastern boundary. Private views from adjacent properties are not considered significant per the City's CEQA Significance Determination Thresholds and only public views are protected. Both walls would not be visible from public viewing locations except from the I-15 off-ramp where the portions along the northern boundary would be visible. Both of those portions of the walls visible from public locations would be less than 6 feet tall, which would be consistent with the typical maximum height limit requirement and therefore not be considered a negative aesthetic, contrast with the surrounding development, or height issue. A portion of the southern wall that is 18.5 feet tall would be visible from the I-15 off-ramp public viewing location; however, landscaping is proposed along the northern site boundary that would provide a visual screening for a portion of the northern wall and its intersection with the southern wall. In addition, the location of these walls would not block a view of any scenic resources considering the current view is of the existing commercial development. Therefore, the waiver proposed as part of the project would not result in significant physical impacts on the environment.

The project's requested waiver from the SDMC Section 142.1010 requirement to provide two loading spaces to instead provide no loading spaces would not result in significant physical impacts to the environment. It is anticipated that activities typically associated with loading spaces (i.e., move in and move out activities) would temporarily take place in front of and in the garages of individual units. These activities would be inherently temporary in nature and would not result in a physical impact on the environment.

Overall, the change in land use and zone that includes the allowed waivers would result in a less than significant physical impact on the environment.

Multiple Species Conservation Plan

The project site is not located within a Multi-Habitat Preservation Area (MHPA) and is not designated as environmentally sensitive lands. The site is already developed and does not contain sensitive biological resources. As such, the proposed development would be consistent with the City's

Multiple Species Conservation Plan (MSCP) and no related physical environmental impacts would occur as a result of the project's inconsistency with the existing land use and zoning.

Climate Action Plan

The project would be consistent with the City's Climate Action Plan (CAP) and would not result in significant impacts due to greenhouse gas emissions (see Appendix E). The project's proposed land uses would result in a decrease in greenhouse gas (GHG) emissions compared to the site's existing land uses. Furthermore, as shown in Table 1, *Climate Action Plan Policy Consistency Analysis*, the project would be consistent with the CAP goals and policies. In addition, the project would be consistent with the CAP Consistency Regulation requirements. The project would be required to meet the standards of CALGreen and would not result in significant impacts due to energy use. Overall, the physical environmental impacts that would result from the project's inconsistency with the existing land use and zoning would not conflict with the City's CAP and impacts would be less than significant.

Table 1 Climate Action Plan Policy Consistency Analysis

Goal/Policy	Consistency Analysis
Strategy 1: Decarbonize Existing Buildings	
Measure 1.2: Decarbonize New Building Development Develop and adopt a Building Electrification policy, through code update or other mechanism, requiring new residential and commercial buildings to eliminate the use of natural gas, increase energy efficiency, increase distributed energy generation and storage and increase EV charging stations, engaging with residents of Communities of Concern, workers, and builders	Consistent. The project would be required to comply with applicable codes in effect at the time of building permits. The project would be consistent with the 2025 CALGreen building standards, which went into effect on January 1, 2026.
Strategy 3: Mobility & Land Use	
Measure 3.1: Safe and Enjoyable Routes for Pedestrians and Cyclists - Implement the City's Bicycle Master Plan and community plan bicycle networks with a Class IV First approach. - Develop a Mobility master Plan to reduce mobile sources emissions and further a shift in mode.	Consistent. The project site is located within an urban area of the Rancho Bernardo community. Access to nearby bicycle facilities and pedestrian infrastructure is available. The project would not interfere with the implementation of pedestrian or bicycle improvements and would add new residential development in an area with existing mobility options.
Measure 3.4: Reduce Traffic Congestion to Improve Air Quality - Install traffic circles and roundabouts. - Re-time traffic signals to reduce vehicle fuel consumption through improving the flow of traffic.	Consistent. The project will upgrade the traffic controller at the Bernardo Center Drive & Rancho Bernardo Road intersection and install pedestrian countdown heads, Lead Pedestrian Interval (LPI) signal phasing and continental crosswalks at all pedestrian crossings at the intersection of Bernardo Center Drive & Bernardo Plaza Court. The project, which is within a commercial and retail area, would provide occupants an opportunity to utilize alternative modes of transportation that could reduce vehicle trips and associated air and GHG emissions, satisfying the City's sustainability goals and policies within the General Plan and CAP.

Table 1 Climate Action Plan Policy Consistency Analysis - Continued

Goal/Policy	Consistency Analysis
Strategy 3: Mobility & Land Use	
Measure 3.5: Climate- Focused Land Use - Focus new development in areas that will allow residents, employees and visitors to safely, conveniently and enjoyably travel as a pedestrian, or by biking, or transit, such as in Transit Priority Areas (TPAs), and areas of the city with the lowest amount of vehicular travel. - Plan for land uses that will allow existing residents, employees and visitors to more safely, conveniently, and enjoyably travel as a pedestrian, by walking, biking, or transit.	Consistent. The project includes residential development within a Transit Priority Area (TPA) and an existing urban area that has access to pedestrian facilities, bicycle infrastructure, and nearby transit service. The project would support development patterns that reduce vehicle travel.
Strategy 5: Resilient Infrastructure	
Measure 5.2: Tree Canopy - Create a Street Tree Master Plan with a target of planting 100,000 trees by 2035. Within the Street Tree Master Plan, identify City lands and spaces that need trees and identify ways to increase permeable areas for new trees, focused in Communities of Concern. - Support expansion of urban tree canopy in parks and along active transportation networks. Prioritize implementation in Communities of Concern. - Develop policies that encourage and incentivize developers, homeowners' associations, and other organizations to preserve, maintain, and plant trees. - Ensure the diversification of tree species, including using native tree and shrub species and/or species that are adapted to higher temperatures and require less water.	Consistent. The project would include landscaping and improvements that incorporate tree planting on-site and along internal streets consistent with applicable development regulations. Landscaping would include native, native-friendly, drought-tolerant, and low water demand plant material.

Source: Appendix E

Noise – General Plan and SDMC

A noise study was prepared by LDN Consulting, Inc. to address the project consistency with the General Plan Noise Element and the SDMC noise limits. The noise study is included as Appendix G. The following consistency analysis is based on the project-specific noise report.

The City's General Plan Noise Element Land Use-Noise Compatibility Guidelines requires interior noise levels in residential structures to be reduced to 45 decibels (dba) Community Noise Equivalent Level (CNEL) and also indicate outdoor use areas should be limited to 65 dba CNEL. As discussed in Appendix G, an interior noise level reduction of 21-27 dba CNEL would be needed for the residential units located along the western and northern property lines and a noise level reduction of 19-22 dba CNEL would be needed for the residential units set further back from the northern and western property lines. The project would be designed to include minimum Sound Transmission Class (STC) 33-35 rated dual pane windows and mechanical ventilation for the residential units along the western and northern property line and minimum STC 30-33 rated dual pane windows and mechanical ventilation for the second row of residential units set further back from the western and northern property line. The remainder of the project's residential units would be designed with

minimum STC 28 dual pane windows. Additionally, the project would be conditioned to conduct an interior noise study prior to issuance of building permits. With adherence to the aforementioned design features, the project would not exceed interior noise thresholds established by the City's General Plan. As discussed in Appendix G, the project's outdoor use areas would be below the City's 65 dBA CNEL Noise compatibility threshold at a minimum of 75% of the private use areas. Additionally, the project would not result in significant increase in off-site mobile-source noise that could result in exceedance of the compatibility guidelines. Typically, a project must double (or add 100%) to the existing traffic volumes to have a direct impact of 3 dBA CNEL or be a major contributor to the cumulative traffic volumes. The project is estimated to generate 732 average daily trips (ADT). The existing ADT of existing roadways in the project area are greater than several thousand ADT and the project would not result in an ADT that would double the existing ADT and would not significantly increase traffic noise levels in the vicinity. Overall, the project would be consistent with the General Plan Noise Element.

SDMC establishes a construction noise limit of 75 dBA at residential receivers as well as property line operational noise limits depending on zoning. As discussed in Appendix G, average construction noise levels are anticipated to reach 70.5 dBA at property lines and would not exceed 75 dBA at property lines. Additionally, as the project is adjacent to existing retail and commercial uses, the project would be required to meet the 52.5 dBA threshold (arithmetic mean between 45 dBA threshold for residential uses and 60 dBA for commercial uses) for stationary noise sources during nighttime hours from 10:00 pm to 7:00 pm. Mechanical ventilation systems (HVAC) are the primary source of stationary noise. As discussed in Appendix G, the HVAC units proposed as part of the project would be located at a minimum of 20 feet from the property lines and would be shielded by proposed retaining walls. The project would result in stationary noise levels at 47.4 dBA at the nearest property lines and would not exceed the nighttime noise standard of 52.5 dBA. Therefore, the project would not exceed thresholds established by the City's SDMC and would be consistent with the SDMC. Overall, the physical environmental impacts that would result from the project's inconsistency with the existing land use and zoning would not conflict with the City's Noise Element or SDMC noise regulation requirements, and impacts would be less than significant.

San Diego Association of Governments 2025 Regional Plan

The project would not conflict with the San Diego Association of Governments (SANDAG) 2025 Regional Plan. The project site is located within an existing community with access to goods and services within the existing transportation network, and the project does not include elements that would result in community and transportation hazards. Thus, the development of the project's infill housing land uses would not result in impacts to the existing transportation network and would not conflict with the SANDAG 2025 Regional Plan goal areas of convenient and reliable movement of people and goods, equitable access to essential needs and opportunities, healthy communities and environment for everyone, and safe transportation network for all users. Overall, the physical environmental impacts that would result from the project's inconsistency with the existing land use and zoning would not conflict with the Regional Plan and impacts would be less than significant.

Complete Communities: Mobility Choices Program

The project would comply with the City of San Diego's Complete Communities Mobility Choices Program and would be consistent with the transportation-related goals in the City's General Plan. The SDMC Ordinance Number O-21274, adopted on December 9, 2020, provides the development regulations for the Mobility Choices portion of the Complete Communities program. Per SDMC

Section 143.1102(g), the Project is not subject to the Complete Communities: Mobility Choices ordinance (effective July 11, 2022) since the Project is a multi-family residential development within a Sustainable Development Area that provides transportation amenities per SDMC Section 142.0528(c). However, the project proposes to comply with the Complete Communities: Mobility Choices Regulation requirements and provide VMT reduction measures. According to the ordinance, the project is located in Mobility Zone 2. SDMC Section 143.1103(b) states that all development located within Mobility Zone 2 is required to provide VMT Reduction Measures in accordance with the City's *Land Development Manual Appendix T*. The City's *Land Development Manual Appendix T* includes a list of VMT Reduction Measures, each of which are given an assigned point value per unit of measure. Per SDMC Section 143.1103(b)(6), a development in Mobility Zone 2 that provides more than the minimum required parking is required to provide VMT Reduction Measures totaling at least 8 points. A VMT Assessment was prepared by LLG dated April 2026, and it is included as Appendix H. As shown in this report, the project would provide measures as required by the ordinance that add up to at least 8 points as identified in the City's *Land Development Manual Appendix*, as summarized in Table 2, *Mobility Choices and VMT Reduction Measures*. As shown in Table 2, the project's proposed VMT Reduction Measures would total 8.5 points. Thus, the project would comply with the requirements of the Complete Communities: Mobility Choices Program.

Table 2 Mobility Choices and VMT Reduction Measures

Category	Measures	Points
Pedestrian Measures	The project will provide signal pedestrian countdown heads at all applicable pedestrian crossings of the Bernardo Center Drive / Bernardo Plaza Court intersection	2
Bicycle Supportive Measures	The project will provide an on-site bicycle repair station.	1.5
	The project will provide short-term bicycle parking spaces that are available to the public, at least 10% beyond minimum requirements. Per SDMC Table 142-05C footnote 5, bicycle racks are not required for a dwelling unit with a garage accessible only by residents of the dwelling unit. All of the project's proposed dwelling units will include a 2-car garage with direct, private access. Therefore, the project is required to provide no short-term spaces. The project will provide 10 short-term spaces.	3
Other Measures	The project will provide on-site multi-modal information kiosks.	2
Total Points Provided		8.5
Points Required		8

Source: Appendix H

Regional Air Quality Strategy and State Implementation Plan

An air quality assessment was prepared by LDN Consulting, Inc. to address the project consistency with the Regional Air Quality Strategy, State Implementation Plan and the CEQA Significance Determination Thresholds. The air quality assessment is included as Appendix D. The following analysis is based on the project-specific air quality report.

The project would not exceed air quality pollutant thresholds and would be consistent with the Regional Air Quality Strategy and State Implementation Plan (See Appendix D). Based on the City's

Trip Generation Manual, the existing commercial office on the site is estimated to generate 1,155 daily trips. The 122 residential units proposed as part of the project would be expected to generate 732 trips. Therefore, buildout of the project would generate fewer daily trips compared to existing land uses, which would result in less vehicle-related air quality emissions. Additionally, as discussed in Appendix D, the project would not exceed thresholds established as part of the City's CEQA Significance Determination Thresholds, Regional Air Quality Strategy and State Implementation Plan for criteria pollutants during the project's construction or operation phases. Thus, the project would be consistent with the Regional Air Quality Strategy and State Implementation Plan. Overall, the physical environmental impacts that would result from the project's inconsistency with the existing land use and zoning would not conflict with the Regional Air Quality Strategy and State Implementation Plan, emissions would not exceed the City's CEQA Significance Determination thresholds and impacts would be less than significant.

Emergency Operations Plan

An Evacuation Planning technical memorandum was prepared by Dudek, and it is included as Appendix F. The following analysis is based on the project-specific evacuation planning memorandum.

The project site is not located in an area designated as an evacuation site. As discussed in the project's Evacuation Plan (see Appendix F), the project site is located in close proximity to I-15, is surrounded by existing development, and is not located in a wildfire-prone area; thus, evacuation of the project site would likely be delayed or not evacuated at all in the event of an emergency. In the event of an evacuation, the project would generate fewer evacuating vehicles than would be generated under existing conditions and thus would result in a decrease in evacuation times within the project's evacuation area. Additionally, the project site is served by a sufficient transportation network. Thus, the project would not conflict with the Emergency Operations Plan for the San Diego County Operational Area. Overall, the physical environmental impacts that would result from the project's inconsistency with the existing land use and zoning would not conflict with the Emergency Operation Plan or City evacuation planning, and impacts would be less than significant. The project's inconsistency with the existing land use and zoning would not result in a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant.

ISSUE	POTENTIALLY SIGNIFICANT IMPACT	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
c) Require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?	☐	☐	☐	☒

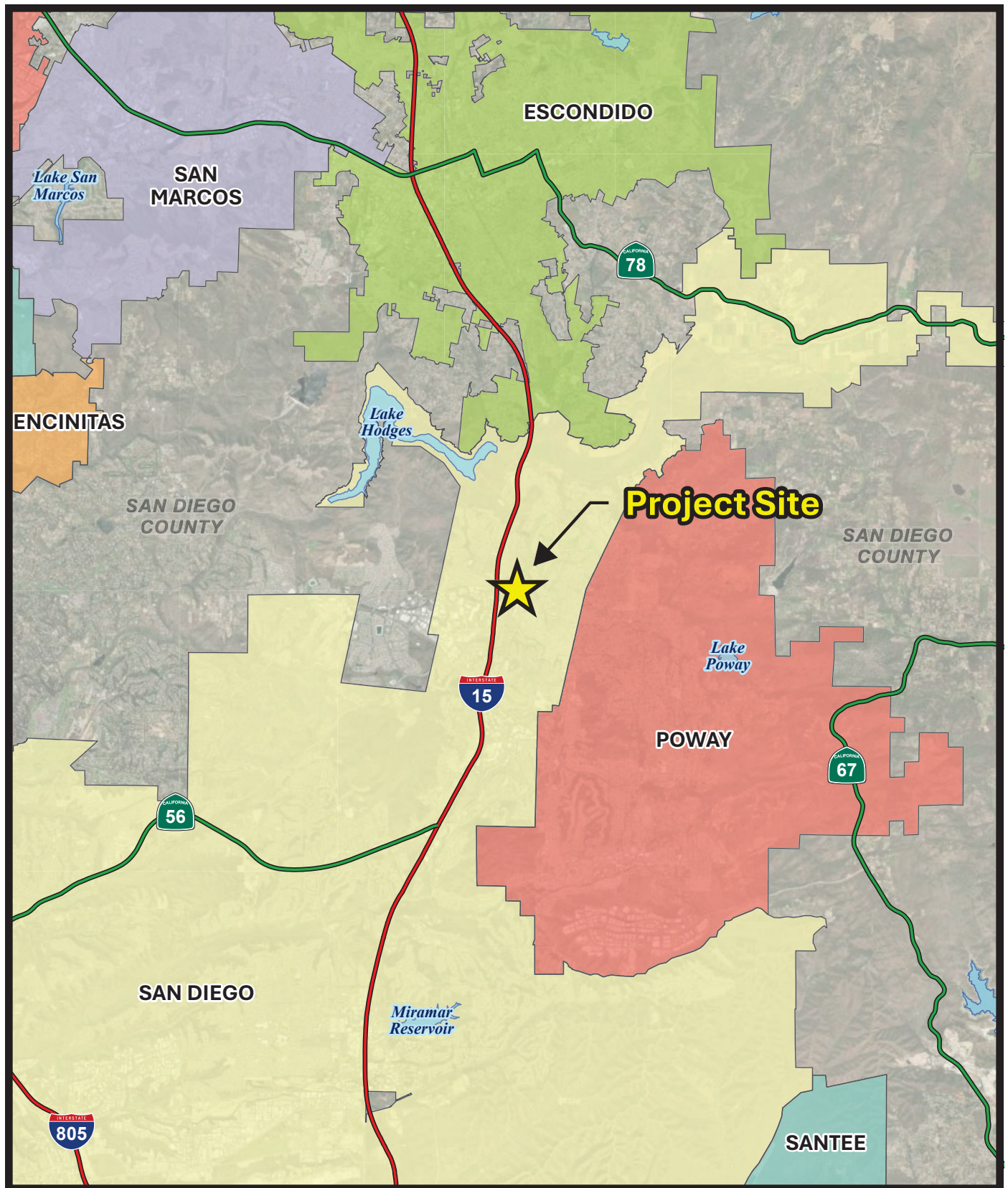
The project does not require any deviations or variances. Therefore, the project would not include a deviation or variance that would result in a physical impact on the environment, and no impact would occur.

REFERENCES

City of San Diego, 2018. *Rancho Bernardo Community Plan*. Updated July 2018. Available online at: <https://www.sandiego.gov/planning/community-plans/rancho-bernardo>

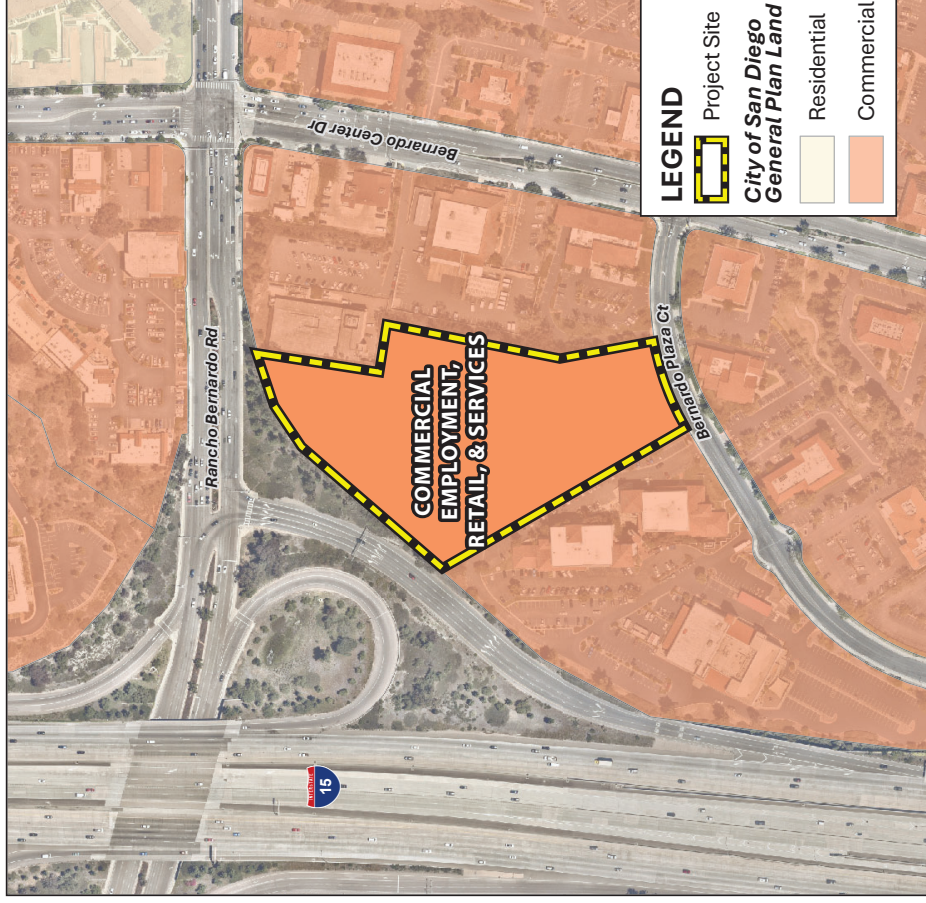
City of San Diego, 2021. *2020 Urban Water Management Plan*. June 2021. Available online at: https://www.sandiego.gov/sites/default/files/city_of_san_diego_2020_uwmp_final_6_29_2021_send.pdf

County of San Diego, 2022. *Operational Area Emergency Operations Plan*. September 2022. Available online at: https://www.sandiegocounty.gov/content/sdc/oes/emergency_management/oes_jl_oparea.html





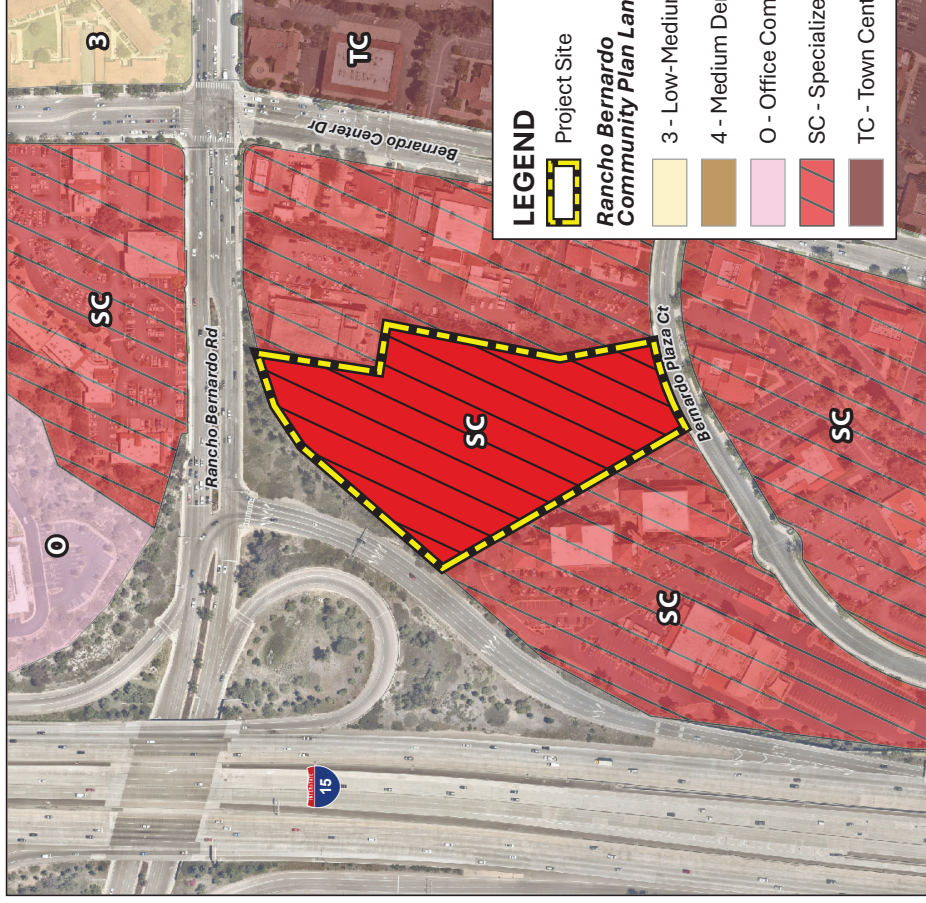
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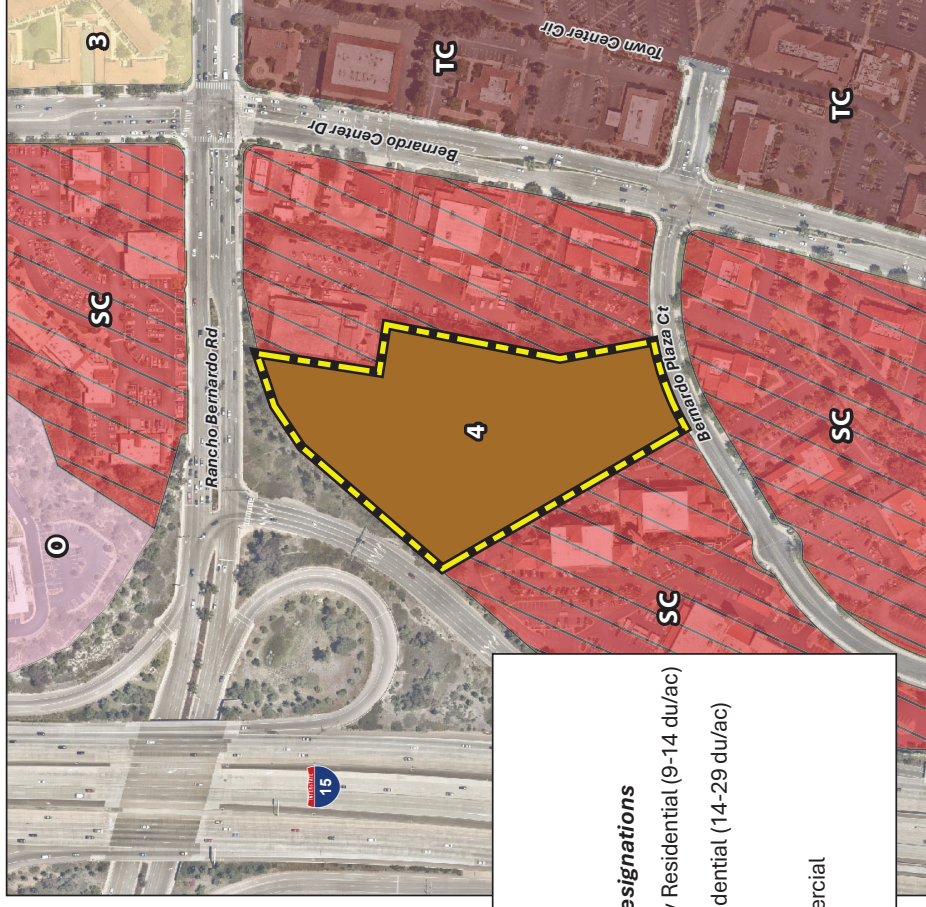
PROPOSED



EXISTING



PROPOSED



LEGEND



Project Site

Rancho Bernardo Community Plan Land Use Designations

3 - Low-Medium Density Residential (9-14 du/ac)

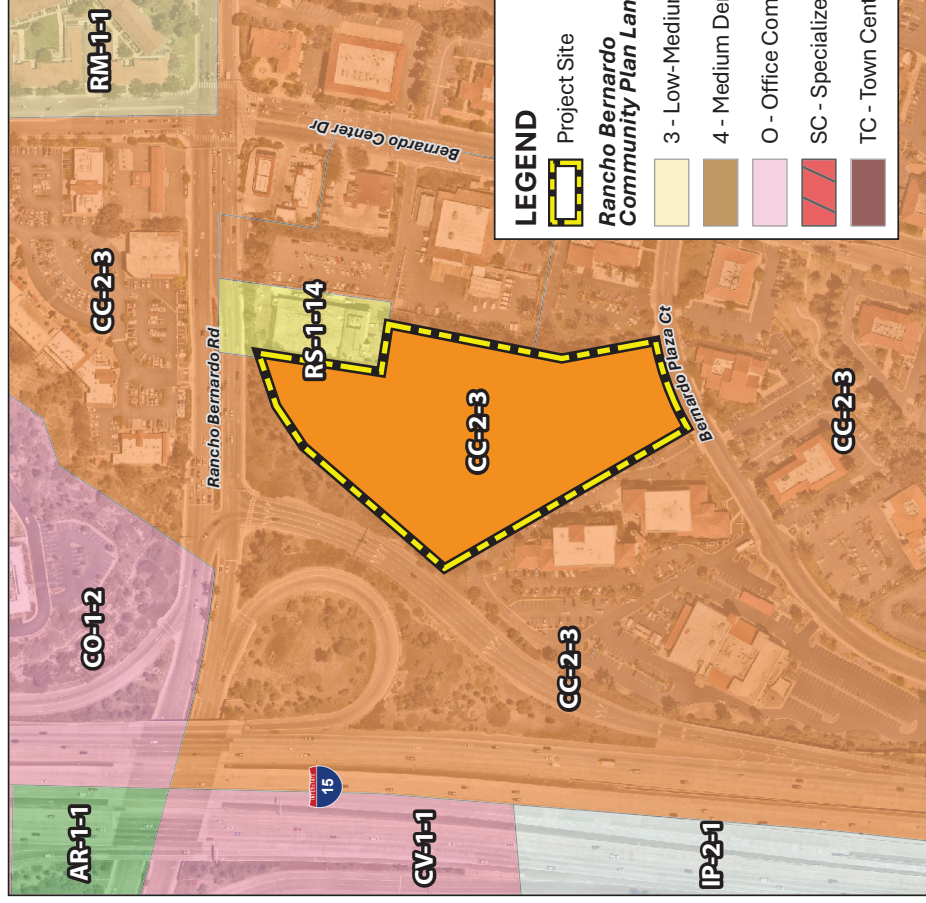
4 - Medium Density Residential (14-29 du/ac)

O - Office Commercial

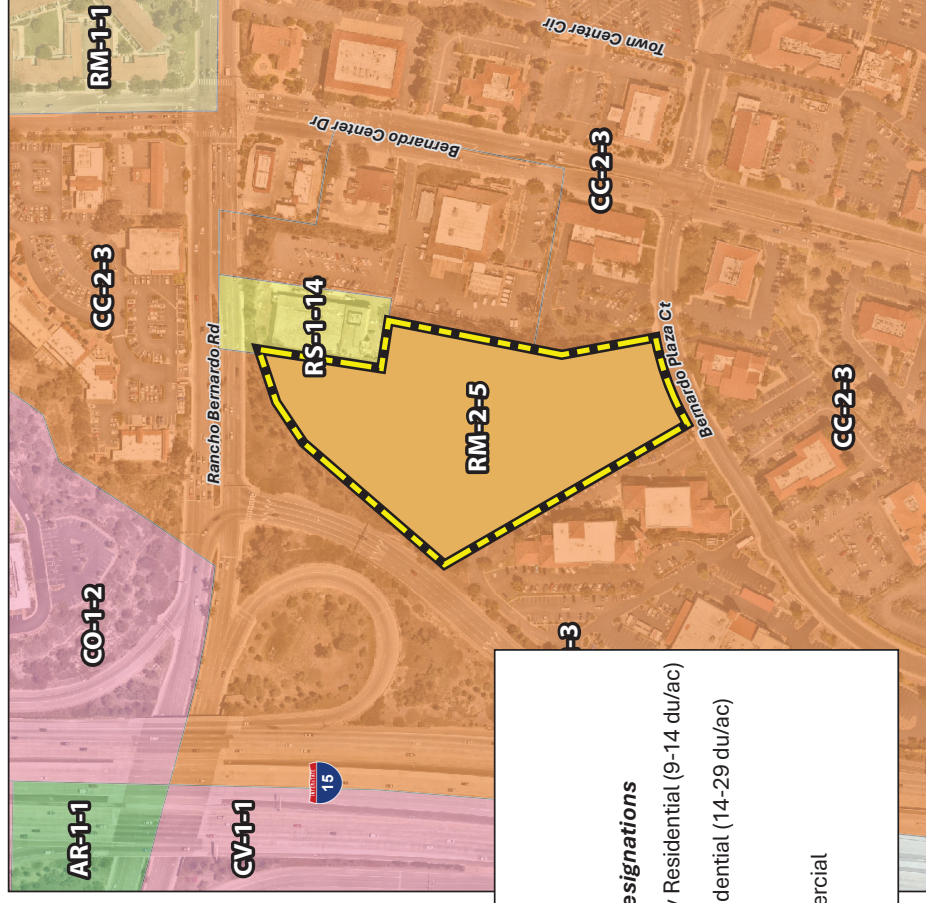
SC - Specialized Commercial

TC - Town Center

EXISTING



PROPOSED

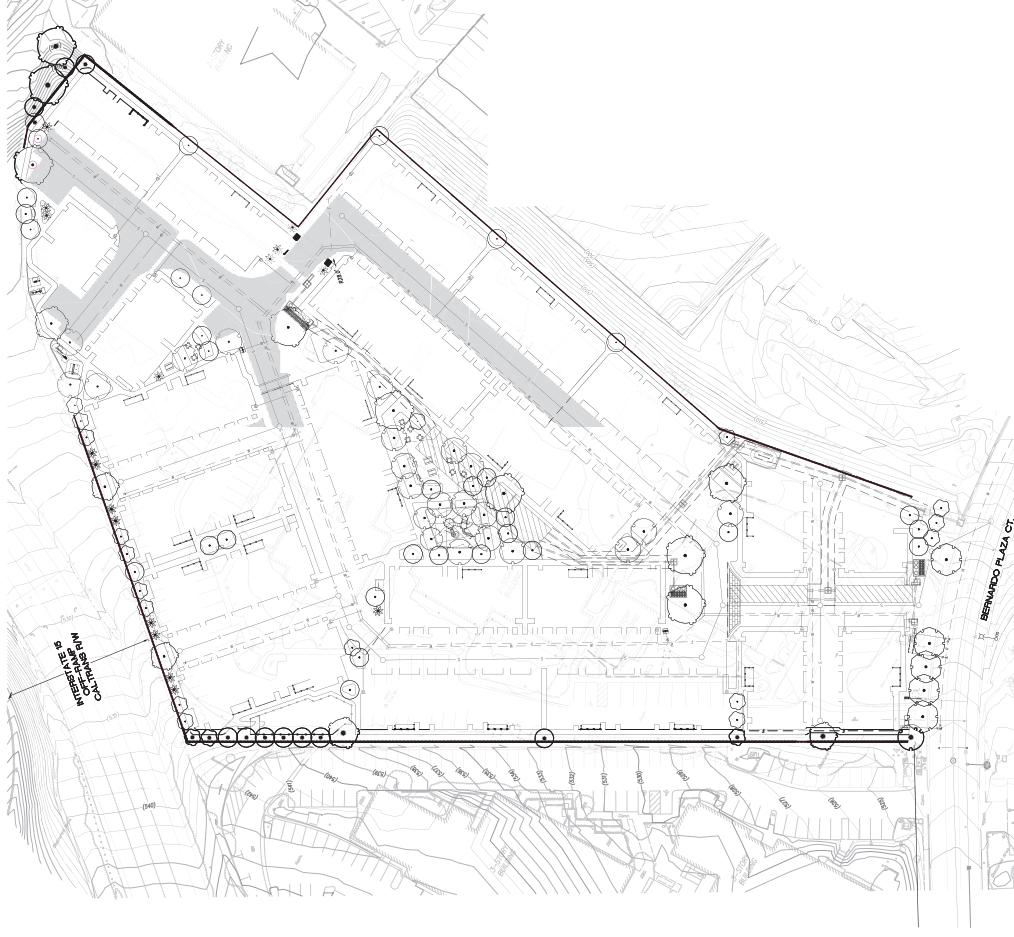


LEGEND

Project Site

**Rancho Bernardo
Community Plan Land Use Designations**

	3 - Low-Medium Density Residential (9-14 du/ac)
	4 - Medium Density Residential (14-29 du/ac)
	O - Office Commercial
	SC - Specialized Commercial
	TC - Town Center



VTM No. 3320457
City View/Project No. 1123397
Development Services Department



**FIGURE
No. 6**