



THE CITY OF SAN DIEGO

SINGLE-CONDITION NEGATIVE DECLARATION

Project No. 1123397

SCH No. 2026070730

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

Update: **September 30, 2026. Minor clarifications have been made to the final document when compared to the draft Negative Declaration (ND). The corrections are shown in strikeout and underline format. As the revisions involved no changes to mitigation or impacts, these clarifications do not warrant recirculation per California Environmental Quality Act Section 15073.5.**

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

9/30/2026

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. 332046057
- 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

Public Review Letters

Four comment letters were received during the public review of the Single-condition Negative Declaration, as shown in the matrix below. Several of the comments do not pertain to the adequacy of analysis in the Single-condition Negative Declaration or to other aspects pertinent to the potential effects of the proposed project on the environment pursuant to California Environmental Quality Act (CEQA). Refer to Global Response 1 for further information regarding the limited scope of this environmental review. The City has also provided responses to each comment in side-by-side format.

Letter	Commenter		Starting Page
State Agencies			
A	California Department of Toxic Substances Control	Tamara Purvis	RTC-1
B	California Department of Transportation	Kimberly Dodson	RTC-4
Local Agencies			
C	Poway Unified School District	Rheia Alschbach	RTC-14
D	Rancho Bernardo Planning Board	Robin Kaufman	RTC-15

Global Response 1: A Statutory Infill Housing Development Exemption (Public Resources Code Section 21080.66) Evaluation Checklist was completed for the project (see Appendix A). As shown in Appendix A, the project would have qualified for a Public Resources Code 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. Per CEQA Guidelines Section 21080.1, a proposed housing development project that would otherwise be exempt from CEQA pursuant to a statutory exemption or categorical exemption but for a Single-condition detailed in the statutory exemption or categorical exemption criteria or exception (aka, a “near-miss” of an exemption or a “near-exempt” project), then 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.

The environmental analysis in this document is limited to the CEQA Guidelines Appendix G Land Use and Planning checklist issues in accordance with CEQA Guidelines Section 21080.1(b)(1), as the single condition for which this project did not qualify for the exemption consists of the project inconsistency with the existing general plan and zoning ordinance. As further explained in CEQA Guidelines 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. Thus, the environmental analysis in this document was appropriately limited to the CEQA Guidelines Appendix G Land Use and Planning checklist issues and analysis of other topics in the CEQA Guidelines is not required.



Yana Garcia
Secretary for
Environmental Protection



Department of Toxic Substances Control

Katherine M. Butler, MPH, Director
8800 Cal Center Drive
Sacramento, California 95826-3200
dtsc.ca.gov



Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

July 23, 2026

Dawna Marshall
Senior Planner
City of San Diego
7650 Mission Valley Road MS DSD 1A
San Diego, CA 92108
DLMarshall@sanidiego.gov

RE: NEGATIVE DECLARATION FOR 11818 BERNARDO PLAZA COURT (CITY VIEW)
DATED JULY 17, 2026, STATE CLEARINGHOUSE NUMBER [2026070730](#)

Dear Dawna Marshall,

The Department of Toxic Substances Control (DTSC) reviewed the Negative Declaration (ND) for the 11818 Bernardo Plaza Court (City View) (Project). The project includes the demolition of existing commercial office buildings and the construction of 122 residential units on the Project site DTSC recommends and requests consideration of the following comments:

1. If buildings or other structures are to be demolished on any Project sites included in the proposed Project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with [DTSC's Preliminary Endangerment Assessment \(PEA\) Guidance Manual](#).

A-1 This comment provides introductory comments, background on the commenter, and the project. The comment does not address the adequacy of the Single-condition Negative Declaration and no further response is required.

A-2 This comment provides a recommendation from DTSC that buildings proposed to be demolished on the project site are tested for lead-based paints or products, mercury, asbestos, and polychlorinated biphenyl caulk in compliance with DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual. The DTSC also recommends removal of these materials from the project site. This comment does not address any of the issues outlined in the CEQA Guidelines Appendix G Land Use and Planning checklist, which are analyzed in the Single-condition Negative Declaration; see Global Response 1. The project meets the conditions related to hazardous materials identified in CEQA Section 21080.66 for the Statutory Infill Housing Exemption, as documented in Appendix A, and the focus of this environmental review shall be limited to the condition not met in accordance with CEQA Section 21080.1b. This comment does not address the adequacy of the analysis of environmental impacts presented in the Single-condition Negative Declaration and no further response to this comment or revision to the Single-condition Negative Declaration is required.

Nevertheless, it is noted that prior to demolition of any on-site structures, an asbestos and lead survey would be conducted by a licensed asbestos/lead contractor. If hazardous materials are identified, remediation would be completed in accordance with applicable laws and regulations. This is a standard regulatory requirement. Further, the project includes a condition of approval consistent with CEQA Guidelines Section 21080.66(c) that requires the preparation of a Phase I Environmental Site Assessment in accordance with Section 78090 of the Health and Safety Code, and the implementation of the associated recommendations to remediate to the levels required by current federal and state statutory and regulatory standards. No revision to the Single-condition Negative Declaration is required.

COMMENTS

RESPONSES

Dawna Marshall
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Page 2

A-3

2. DTSC recommends all imported soil/fill material be tested to ensure all contaminants of concern (COCs) meet screening levels as outlined in [DTSC's PEA Guidance Manual](#). Furthermore, DTSC advises referencing the [DTSC Information Advisory Clean Imported Fill Material Fact Sheet](#) if importing soil/fill is necessary. To minimize the possibility of introducing contaminated soil/fill material, there should be documentation of the origins of the soil/fill material and, if applicable, sampling be conducted to ensure that the imported soil/fill material is suitable for the intended land use. The sampling should include analysis based on the source of the soil/fill and knowledge of prior land use.

DTSC appreciates the opportunity to comment on the ND for the 11818 Bernardo Plaza Court project. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like clarification on DTSC's comments, please respond to this letter or via [the CEQA Review email](#) for additional guidance.

Sincerely,

Tamara Purvis

Tamara Purvis
Associate Environmental Planner
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

A-4

A-3

This comment provides a recommendation that all imported soil and fill materials be tested in accordance with DTSC's PEA Guidance Manual. DTSC also provides recommendations related to the documentation of imported fill. This comment does not address any of the issues outlined in the CEQA Guidelines Appendix G Land Use and Planning checklist, which are analyzed in the Single-condition Negative Declaration; see Global Response 1. This comment does not address the adequacy of the analysis of environmental impacts presented in the Single-condition Negative Declaration, and no further response to comment or revision to the Single-condition Negative Declaration is required. It is noted that proposed grading activities would be required to comply with all applicable regulations and engineering standards regarding imported soil and fill material, including the requirements listed by the DTSC in this comment. These recommendations include testing of all imported soil to ensure all contaminants of concern meet the screening levels outlined in DTSC's Preliminary Endangerment Assessment Guidance Manual and referencing the DTSC Information Advisory Clean Imported Fill Material Fact Sheet. No revision to the Single-condition Negative Declaration is required.

A-4

This comment includes the commenter's contact information. This comment does not address the adequacy of the analysis of environmental impacts presented in the Single-condition Negative Declaration, and no further response to comment or revision to the Single-condition Negative Declaration is required.

COMMENTS

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Page 3

cc: (via email)

Governor's Office of Land Use and Climate Innovation
State Clearinghouse
state.clearinghouse@lci.ca.gov

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CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
(619) 985-1587 | FAX (619) 688-4299 TTY 711
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August 24, 2026

11-SD-15
PM 23.5
11818 Bernardo Plaza Court (City View)
ND/SCH#2026070730

Ms. Dawna Marshall
Senior Planner
City of San Diego
7650 Mission Valley Road, MS# DSD-1A
San Diego, CA 92108

Dear Ms. Marshall

B-1

Thank you for including the California Department of Transportation (Caltrans) in the environmental review of the Negative Declaration (ND) for the 11818 Bernardo Plaza Court (City View) project near Interstate 15 (I-15) in Rancho Bernardo. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

B-2

Caltrans has the following comments:

Caltrans acknowledges the importance of the City View Project for housing in the San Diego region.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of San Diego in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

B-3

In the January 8, 2025 Caltrans comment letter, a VMT Analysis and Local Development review safety analysis were requested. Between January 2025 and

"Improving lives and communities through transportation."

B-1 This comment provides introductory remarks and states the Caltrans mission and intention of the Local Development Review Program. This comment is for informational purposes and does not address the adequacy of the analysis included in the Single-condition Negative Declaration. No response to this comment or revision to the Single-condition Negative Declaration is required.

B-2 This comment states that Caltrans prioritizes equitable housing projects and projects that lead to improved access to transportation and quality of life. This comment also states that Caltrans looks forward to continuing to work with the City on projects in areas with joint jurisdiction. This comment is for informational purposes and does not address the adequacy of the analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

B-3 This comment provides Caltrans' timeline of review from January 2025 to July 2026 and discusses Caltrans' focus on safety. This comment is for informational purposes and does not address the adequacy of the environmental analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

COMMENTS

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February 2026 a site plan and scoping documents were provided to Caltrans to review. The Negative Declaration circulated on July 17, 2026 included the VMT and Local Mobility Analysis (LMA), this was the first opportunity to review and comment.

The VMT Analysis and LMA documents have been reviewed with a safety perspective.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners.

We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Traffic Engineering & Analysis (TEA)

The submitted Local Mobility Analysis (LMA) analysis does not include the *Existing +Project Scenario* analysis. Please submit this analysis to Caltrans for review.

LMA needs to provide the Queue Analysis of ramps and project impacts to storage at multiple locations as detailed in the following comments. This will require revision and resubmittal.

Page IV of the LMA states the following *Opening Year 2027 Plus Project Impacts*:

The Eastbound Right (EBR) turn movement currently has a 675-foot storage lane, which encompasses the entire segment length from the I-15 Northbound off-ramp to the subject intersection. Under the Opening Year 2027 plus Project scenario, the expected 95th percentile queue is projected to reach 785 feet, exceeding the available storage by 110 feet.

- Since there are queue impacts at the NB I-15 Exit ramp, the ramp intersection will need to be included in the analysis. A queue analysis of the exit ramp should also be included. Queue should not exceed ramp and impact main lanes. This becomes a direct safety impact that requires mitigation.

Page V of the LMA states the following *Horizon Year Plus Project Impacts*:

"Improving lives and communities through transportation."

B-4 This comment addresses the project's Local Mobility Analysis (LMA). CEQA Guidelines Section 21080.1(b)(2) requires the CEQA review to be limited to the single-condition for which this project did not meet the exemption, as detailed in Global Response 1. This comment does not address any of the issues outlined in the CEQA Guidelines Appendix G Land Use and Planning checklist issues, which are the subject of this Single-condition Negative Declaration. See Global Response 1 for further information. This comment does not address the adequacy of the environmental analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

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August 24, 2026
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The Eastbound Right (EBR) turn movement currently has a 675-foot storage lane, which encompasses the entire segment length from the I-15 Northbound off-ramp to the subject intersection. Under the Horizon Year plus Project scenario, the expected 95th percentile queue is projected to reach 900 feet, exceeding the available storage by 225 feet

- Since queue impacts the NB I-15 Exit ramp the ramp intersection will need to be included in the analysis. A queue analysis of the exit ramp should also be included. Queue should not exceed ramp and impact main lanes. This becomes a direct safety impact that requires mitigation.

Page 15 of the LMA; Table 5-2 shows the EBR movement to have 675' available storage but it should be 665' since measured from curb return to limit line, this is also where lane striping starts.

- Please revise Synchro model and LMA document to reflect this analysis and resubmit for Caltrans review.

Page 41 of the LMA Table 8-2 shows impacts to the I-15 Interchange from the queues that exceed available storage.

- A queue analysis of each exit ramp is requested to be included in the LMA.
- If queues on Rancho Bernardo Road cause impacts to exit ramp queues, then mitigation will be required to reduce the queues to existing intersection queue length numbers.

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August 24, 2026
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TABLE 5-2
EXISTING INTERSECTION QUEUE ANALYSIS

Intersection	Movement	Peak Hour	Available Storage	Queue Length
1. Bernardo Center Dr / Rancho Bernardo Rd	NBL	AM	225'	235'
		PM		145'
	EBR	AM	675'	265'
		PM		660'
	WBL	AM	125'	185'
		PM		175'

TABLE 8-2
OPENING YEAR (2027) AND OPENING YEAR (2027) PLUS PROJECT INTERSECTION QUEUE ANALYSIS

Intersection	Movement	Peak Hour	Opening Year (2027)		Opening Year (2027) + Project		
			Storage	Queue Length *	Storage	Queue Length *	Project Trips Added
1. Bernardo Center Dr / Rancho Bernardo Rd	NBL	AM	225'	235'	225'	245'	16
		PM		165'		210'	7
	EBR	AM	675'	320'	675'	320'	4
		PM		765'		785'	16
	WBL	AM	125'	190'	125'	185'	1
		PM		180'		180'	5

The queues listed may impact the I-15 and Rancho Bernardo Road Interchange operations and queues, therefore, these intersections analysis are requested to be included in the LMA.

- Please revise and resubmit Synchro model to include the I-15 and Rancho Bernardo Road Interchange intersections analysis.
- A queue analysis of each exit ramp is requested to be included in the LMA.
- Queue should not exceed ramp and impact main lanes. This becomes a direct safety impact that requires mitigation.
- Please revise the LMA to include the I-15 and Rancho Bernardo Road Interchange analysis for each scenario.

Please see attached redlined LMA for further comments and details.

"Improving lives and communities through transportation."

Ms. Dawna Marshall, Senior Planner
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Upon reviewing the *Synchro Model for Existing + Project PM* scenario the following impacts were found:

- EB Rancho Bernardo Road queues extend to 753' when there is only an available storage of 665'. This exceeds available storage and therefore impacts I-15 Interchange.
- EB Rancho Bernardo Road through and right turn option lane queues extend to 671' when there is only an available storage 665'. This exceeds available storage and therefore impacts I-15 Interchange.
- EB Rancho Bernardo Road double left turn lanes queues extend to 281' when there is only 220' available storage. These vehicles then queue up on the through lane thus exacerbating the overall queuing.

Queuing and Blocking Report

08/20/2026

Intersection: 1: Bernardo Center Dr & Rancho Bernardo Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	TR	R	L	L	T	TR	L	L	T	T
Maximum Queue (ft)	232	245	708	675	504	94	149	368	345	137	168	125	125
Average Queue (ft)	203	228	415	386	186	47	87	229	186	57	82	42	42
95th Queue (ft)	281	280	753	671	408	89	182	329	277	119	142	94	94
Link Distance (ft)			674	674	674			779	779				333
Upstream Blk Time (%)			12	0									
Queuing Penalty (veh)			0	0									
Storage Bay Dist (ft)	220	220			125	125				225	225		
Storage Blk Time (%)	5	44	11			0	32						
Queuing Penalty (veh)	21	174	35			0	37						

- A queue analysis of each exit ramp is requested to be included in the LMA.
- Queue should not exceed ramp and impact main lanes. This becomes a direct safety impact that requires mitigation.
- Please include the I-15 and Rancho Bernardo Road Interchange analysis for each scenario in the LMA.

Upon reviewing the *Synchro Model for Opening Year (2027) + Project PM* scenario the following impacts were found:

"Improving lives and communities through transportation."

B-4
(CONT.)

Ms. Dawna Marshall, Senior Planner
August 24, 2026
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- The queue analysis data does not match the LMA tables shown. Please ensure the SimTraffic report is based on a duration of 60 minutes and not the default 10 minutes recording duration.
- The Table 8-2 Opening Year + Project table shows the "EBR" queue length of 785' but when checked it was found to be 817'. Base it on the longest queue which can be the EB through and EB through and right turn movement. EB through is shown as 836' queue so this is critical and might be due to the overall project traffic creating greater queues in all lanes.

TABLE 8-2
OPENING YEAR (2027) AND OPENING YEAR (2027) PLUS PROJECT INTERSECTION QUEUE ANALYSIS

Intersection	Movement	Peak Hour	Opening Year (2027)		Opening Year (2027) + Project		
			Storage	Queue Length ^a	Storage	Queue Length ^a	Project Trips Added
1. Bernardo Center Dr / Rancho Bernardo Rd	NBL	AM	225'	235'	225'	245'	16
		PM		165'		210'	7
	EBR	AM	675'	320'	675'	320'	4
		PM		765'		785'	16
	WBL	AM	125'	190'	125'	185'	1
		PM		180'		180'	5

Queuing and Blocking Report

Opening Year + Project

08/20/2026

Intersection: 1: Bernardo Center Dr & Rancho Bernardo Rd

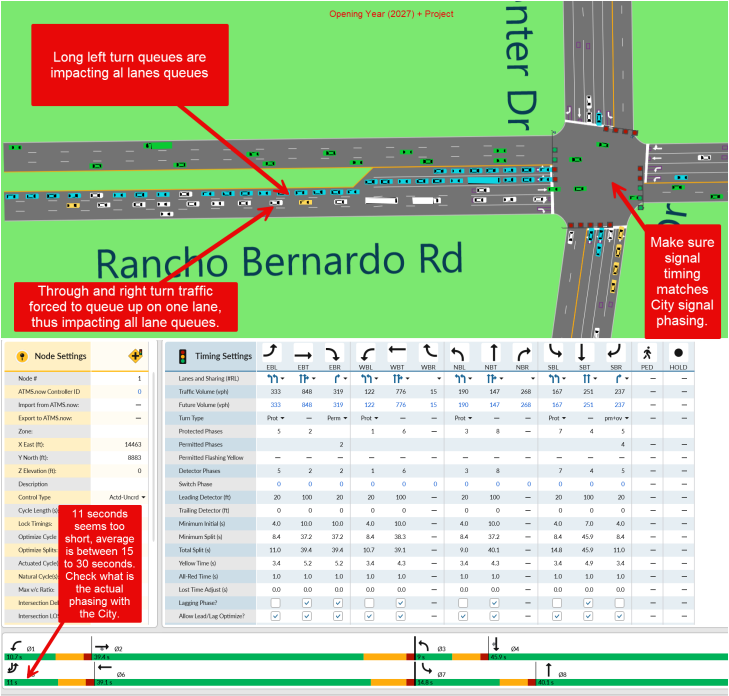
Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	TR	R	L	L	T	TR	L	L	T
Maximum Queue (ft)	232	245	726	713	713	134	150	328	283	236	250	405
Average Queue (ft)	221	240	576	520	351	66	72	211	178	110	126	119
95th Queue (ft)	266	266	836	817	795	110	163	322	267	216	235	313
Link Distance (ft)			674	674	674			779	779			333
Upstream Blk Time (%)			39	8	5							5
Queuing Penalty (veh)			0	0	0							24
Storage Bay Dist (ft)	220	220				125	125			225	225	
Storage Blk Time (%)	17	64	14			0	0	27		0	3	3
Queuing Penalty (veh)	73	272	46			0	0	34		0	2	6

"Improving lives and communities through transportation."

Ms. Dawna Marshall, Senior Planner
August 24, 2026
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- EB Rancho Bernardo Road double left turn lanes queues extend to 266' when there is only 220' available storage. These vehicles then queue up on the through lane thus exacerbating the overall queuing.
- Please revise analysis with the changes mentioned.

The Synchro model shows that the EB double Left turn for EB Rancho Bernardo Road to NB Bernardo Center Drive is having issues flushing the left turn movement out and thus creating queue on through lane.



"Improving lives and communities through transportation."

COMMENTS

RESPONSES

Ms. Dawna Marshall, Senior Planner
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Please confirm City signalized intersection is modelled to match the City's existing phases.

Please revise and update all Synchro models to show and include I-15 Interchange and ramp intersections.

Caltrans does not agree with the statement made in the LMA (pg. iv, v, 38, 50) that states, "Extending the storage length is not feasible as the lane already extends the entire length between the two intersections. Therefore, no physical improvements to the storage length are recommended."

Please see comments below:

- The left turn lane storage can be extended to allow for all left turn vehicles queues to store on the left-turn pocket, so they are not obstructing the through lane peak hour traffic. Possible mitigation once signal phase green time for Eastbound Left (EBL) is updated to match City's signal phase plans.
- Coordination on improving the left-turn signal green time phase is recommended.

Landscaping

The project appears to be on private property. All existing trees appear to be on private property. The local agency should be responsible to mitigate the impact of removing and replacing trees related to the development so as not to impact Caltrans' Right-of-Way (R/W). This includes any future landscape growth not to be in state R/W. Please be aware that any work in state R/W will require an Encroachment Permit.

Maintenance, Replacement and Repairs

The Permittee is responsible to replace any damage to state assets located in Caltrans' R/W.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of I-15.

"Improving lives and communities through transportation."

B-5 This comment notes that the project is located on private property and states that any landscaping development shall not impact the Caltrans right-of-way (ROW). Additionally, this comment states that any work that takes place in Caltrans ROW would require an Encroachment Permit. This comment is for informational purposes and does not address the adequacy of the analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

B-6 This comment states that any damage to state assets within the Caltrans ROW is the responsibility of the permittee. This comment is for informational purposes and does not address the adequacy of the analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

B-7 This comment notes that Caltrans is not responsible for traffic noise impacts associated with Interstate (I) 15 adjacent to the project site. This comment is for informational purposes and does not address the adequacy of the analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

COMMENTS

RESPONSES

Ms. Dawna Marshall, Senior Planner
August 24, 2026
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B-8 Right-of-Way

- Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

- ### B-9
- Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

- ### B-10
- The Caltrans' R/W fence and footing is to be protected in place as all grading (both temporary and permanent) will be on the project site.
 - Please protect all Caltrans' fencing in-place at the project boundary.

- ### B-11
- An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

- ### B-12
- If there are gaps between the existing Caltrans' chain link fence and any future wall on private property, weeds and trash tend to collect in this area. There may need to be a discussion on maintaining this area in the future if any such wall is built including graffiti removal.

Additional information regarding encroachment permits may be obtained by visiting the website at <https://dot.ca.gov/programs/traffic-operations/ep>. Projects with the following:

- ### B-13
- require a Caltrans Encroachment Permit.
 - have completed the Caltrans Local Development Review (LDR) process.
 - have an approved environmental document.

are to submit documents for Quality Management Assessment Process (QMAP) process via email to D11.QMAP.Permits@dot.ca.gov. Early coordination with Caltrans is strongly advised for all encroachment permits.

"Improving lives and communities through transportation."

B-8 This comment notes that survey monuments must be maintained by a licensed land surveyor if survey monuments are destroyed during construction. This comment is for informational purposes and does not address the adequacy of the analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

B-9 This comment states that work within the Caltrans ROW would require discretionary review and an encroachment permit from Caltrans prior to construction taking place within the Caltrans ROW. This comment is for informational purposes and does not address the adequacy of the analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

B-10 This comment states that Caltrans fencing and footing shall be protected in place. This comment is for informational purposes and does not address the adequacy of the analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

B-11 This comment reiterates that an encroachment permit would be required for construction within the Caltrans ROW. Additionally, this comment states that supporting documentation, including CEQA determination, shall be provided during the encroachment permit process, and supporting documentation must address environmental impacts in the Caltrans ROW. The project would not affect Caltrans ROW and is not expected to require an encroachment permit, as the project's limits of impact are not within the Caltrans ROW. This comment does not address the adequacy of the analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

B-12 This comment notes that further coordination with Caltrans may be required if there are gaps between the existing Caltrans fence and walls on the project site in which waste accumulates. This comment is for informational purposes and does not address the adequacy of the analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

B-13 This comment provides additional information related to the submittal of encroachment permits. This comment is for informational purposes and does not address the adequacy of the analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

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If you have any questions or concerns, please contact Shannon Aston, LDR Coordinator, at (619) 992-0628 or by e-mail sent to shannon.aston@dot.ca.gov

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review

- ATTACHMENTS:
- 1. TEA_Review_Traffic_LMA 11818 BPC
 - 2. January 8, 2025 Caltrans Comment Letter

"Improving lives and communities through transportation."

B-14 This comment provides the commenter's contact information. This comment is for informational purposes and does not address the adequacy of the analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

BOARD OF EDUCATION
David Cheng
Ginger Couvrette
Tim Dougherty
Michelle O'Connor-Ratcliff
Heather Plotzke



PLANNING DEPARTMENT
13626 Twin Peaks Road
Poway, CA 92064

Rheia Alschbach
Director of Capital Planning
ralschbach@powayusd.com

SUPERINTENDENT
Dr. Benjamin Churchill

POWAY UNIFIED SCHOOL DISTRICT

(858) 679-2570

August 12, 2026

Via e-mail DSDEAS@sandiego.gov

Dawna Marshall
City of San Diego
Development Services Department

RE: Notice of Availability - Draft Single-Condition Mitigated Negative Declaration

Poway Unified School District ("District") appreciates the opportunity to review the Draft Single-Condition Mitigated Negative Declaration. Although Public Services and Facilities is not included the District would like to submit the following comment.

The District estimates that the following number students may be generated from the 122-unit Single Family Attached project, using student generation rates (single family attached) from **Table 3** of the *Poway Unified School District 2026 Fee Justification Study, dated April 21, 2026*:

Elementary Students	22
Middle School Students	10
High School Students	13

We have also prepared the following table showing the schools of the District that may be considered to accommodate students from the proposed project, along with their capacity and enrollment for the 2025-2026 school year:

School Level	Grade Level	Utilization Capacity	2025-2026 Enrollment	Over/Under Capacity
Highland Ranch Elementary	TK-5	688	665	96.66%
Bernardo Heights Middle	6-8	1,481	1,513	102.16%
Rancho Bernardo High	9-12	2,540	2,173	85.55%

The District cannot provide assurances that students generated from the proposed project will be accommodated at these schools.

Pursuant to Education Code Section 17620, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the District, for the purpose of funding the construction or reconstruction of school facilities. The levy of school fees will offset the impact of the projected development.

If you have any questions or require any other information, please contact me at (858) 679-2570 or ralschbach@powayusd.com.

Regards,

Rheia Alschbach

Rheia Alschbach
Director, Capital Planning

DISTRICT OFFICE: 15250 Avenue of Science, San Diego, CA 92128-3406 • (858) 521-2800 • www.powayusd.com

C-1 This comment provides an estimate of the number of students that would be generated by the project. Additionally, this comment provides capacity and enrollment numbers for Poway Unified School District (PUSD) and indicates that Highland Ranch Elementary and Rancho Bernardo High are under capacity while Bernardo Heights Middle School is over capacity for the 2025-2026 school year. Contrary to a statement made in the comment, the project's CEQA document is a Single-condition Negative Declaration, not a Single Condition Mitigated Negative Declaration. This comment does not address any of the issues outlined in the CEQA Guidelines Appendix G Land Use and Planning checklist issues, which are analyzed in the Single-condition Negative Declaration; see Global Response 1. This comment does not address the adequacy of the analysis of environmental impacts presented in the Single-condition Negative Declaration, and no further response to comment or revision to the Single-condition Negative Declaration is required.

C-2 This comment states that PUSD cannot guarantee that students generated by the project would be accommodated by the district. This comment does not address any of the issues outlined in the CEQA Guidelines Appendix G Land Use and Planning checklist issues, which are analyzed in the Single-condition Negative Declaration; see Global Response 1. This comment does not address the adequacy of the analysis of environmental impacts presented in the Single-condition Negative Declaration. Therefore, no further response to this comment or revision to the Single-condition Negative Declaration is required.

C-3 This comment notes that PUSD is authorized to implement requirements such as fees for projects within PUSDs boundaries to fund construction and/or reconstruction of school facilities. It is acknowledged that the project would be subject to the payment of school fees per Section 65995 of the California Government Code. This comment does not address any of the issues outlined in the CEQA Guidelines Appendix G Land Use and Planning checklist issues, which are analyzed in the Single-condition Negative Declaration; see Global Response 1. This comment does not address the adequacy of the analysis of environmental impacts presented in the Single-condition Negative Declaration, and no further response to comment or revision to the Single-condition Negative Declaration is required.

C-4 This comment includes the commenter's contact information. This comment does not address the adequacy of the analysis of environmental impacts presented in the Single-condition Negative Declaration, and no further response to comment or revision to the Single-condition Negative Declaration is required.

From: RB PlanningBoard <rpbchair@gmail.com>
Sent: Friday, July 24, 2026 9:17 AM
To: Phillips, Leilani <LMPhillips@sandiego.gov>
Subject: Re: [EXTERNAL] Re: 11818 Bernardo Plaza (aka City View) / Project No. 1123397 / Draft Single-Condition Negative Declaration Report Date 7/15/2026

This email came from an external source. Be cautious about clicking on any links in this email or opening attachments.

Hello Leilani,

D-1

I have a few questions regarding Appendix H - Vehicle Miles Traveled Assessment.

I may have missed it, but was there any study pertaining to trips related to driving to/from the various schools (for those who may have school age children) and after school activities? I am presuming since more than half the units are 4 bedrooms, they would be occupied by families. I ask as there are several issues related to our school system:

D-2

1) As I understand it, the elementary school any children will be attending is in 4S Ranch, not Rancho Bernardo. This means an extra community for the parents.

D-3

2) Poway Unified School District has minimal bus service. It requires a certain number of students in an area for bus service consideration. Parents pay \$950 per student for bus service; again, only if the school district deems a bus stop meets their criteria. The majority of parents opt to drive their children to school as opposed to paying the \$950 per child to take the school bus.

D-4

3) High school starts at a later time than elementary and middle school, which requires parents to make numerous trips as opposed to coordinating all drop offs and pick ups at the same time. This would increase the VMT.

4) Students on average in RB participate in three (3) sports and/or extra curricular activities, which generate more VMT each day. For example, I have a friend with 1 elementary school child. The parents drive the student to and from school. The parents then drive their child to soccer practice and will sometimes come home and go pick him up afterwards or stay and

D-1 This comment requests additional information regarding the Vehicle Miles Traveled (VMT) Assessment (Appendix H) of the Single Condition Negative Declaration. The VMT analysis was completed in accordance with the City's Transportation Study Manual (TSM; City of San Diego 2022) and San Diego Municipal Code. In accordance with the TSM, the VMT per resident used in the analysis for the project is based on the census tract the project is located in. This census tract data is based on SANDAG Series 14 ABM 2+ (Base Year 2016) VMT screening map. San Diego Association of Governments (SANDAG) provides the following definition for VMT per resident: "VMT per Resident is the metric used for residential projects and is established by summing up total daily VMT generated by residents of a geographic area and dividing by the population of that geographic area." Total daily VMT includes all trip tours made by residents: home-based and non-home-based trip tours (i.e., all VMT for a resident for the entire day, regardless of trip purpose or origin/destination)." Thus, school-related trips are included within the household analysis. No further response to this comment or revision to the Single-condition Negative Declaration is required.

D-2 This comment states that students living on the project site will attend school in neighboring communities and parents will be required to commute further to take their children to school. Refer to Comment Letter C for information regarding the schools that would serve this project. This comment does not address the adequacy of the analysis of environmental impacts presented in this Single-condition Negative Declaration, and no further response to this comment or revision to the Single-condition Negative Declaration is required.

D-3 This comment notes that PUSD provides limited bus service and states that parents residing in the community typically opt to drive their children to school due to the cost of the bus service. This comment does not address the adequacy of the environmental analysis included in the Single-condition Negative Declaration. No further response to this comment or revision to the Single-condition Negative Declaration is required.

D-4 This comment provides anecdotal information on school start times, sports, extracurricular activities, and gym, and the associated VMT. Refer to Response to Comment D-1. The total daily VMT utilized in the analysis includes all trip tours made by residents, including trips to school, sports, extracurricular activities and the gym. No further response to this comment or revision to the Single-condition Negative Declaration is required. D-5: This comment provides anecdotal information on the number of deliveries generated by existing members of the surrounding community. Refer to Response to Comment D-1. The total daily VMT used in the analysis includes all trips generated by residents, including those for food delivery services. No further response to this comment or revision to the Single-condition Negative Declaration is required.

COMMENTS

RESPONSES

D-4
(CONT.)

D-5

drive home. The child also has music classes several times a week where he is dropped off and then later picked up.

Friends who have two children drive their children to and from school every day. They have to go back to school (and home) 3 times a week for one student due to school activities. They also go to the community park 3 times a week and then on weekends for sports activities. The other child has horseback riding lessons twice a week, which generate back and forth driving, a different school, which generates back and forth driving, and only plays in one sport, so has practice twice a week and evening games. There are then various playdates and outings.

5) I am presuming, like most adults, the adults will be driving to some sort of gym for workouts throughout the week and coming home.

6) Since most people are very active, we then have food and groceries being delivered throughout the day. My nextdoor neighbors are one of those who have just about everything delivered to them - breakfast, lunch, dinner, groceries. A day does not go by (literally) where some sort of food is not delivered to their home. They also seem to shop entirely online as delivery trucks drop packages off all the time.

Thank you in advance for addressing my comments,

Robin

D-5 This comment provides anecdotal information on the number of deliveries generated by existing members of the surrounding community. Refer to Response to Comment D-1. The total daily VMT used in the analysis includes all trips generated by residents. No further response to this comment or revision to the Single-condition Negative Declaration is required.

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 (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 includes three waivers allowed under the State Bonus Density Law (Government Code Section 65915). 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
-------	--------------------------------------	--	------------------------------------	-----------

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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
<i>Strategy 1: Decarbonize Existing Buildings</i>	
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.
<i>Strategy 3: Mobility & Land Use</i>	
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 as a standard requirement to demonstrate compliance with California Building Code Section 1206.4, Allowable Interior Noise Levels, which requires noise levels in habitable rooms to be 45 dBA CNEL or less. 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 that are project a condition of approval. 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. Given that the site is not in a wildfire-prone area, evacuation of the project site due to wildfire is unlikely. If evacuation is necessary, other evacuation zones located in higher-risk areas (high-severity hazard fire zones) would likely be evacuated first. ; 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?	☐	☐	☐	☒

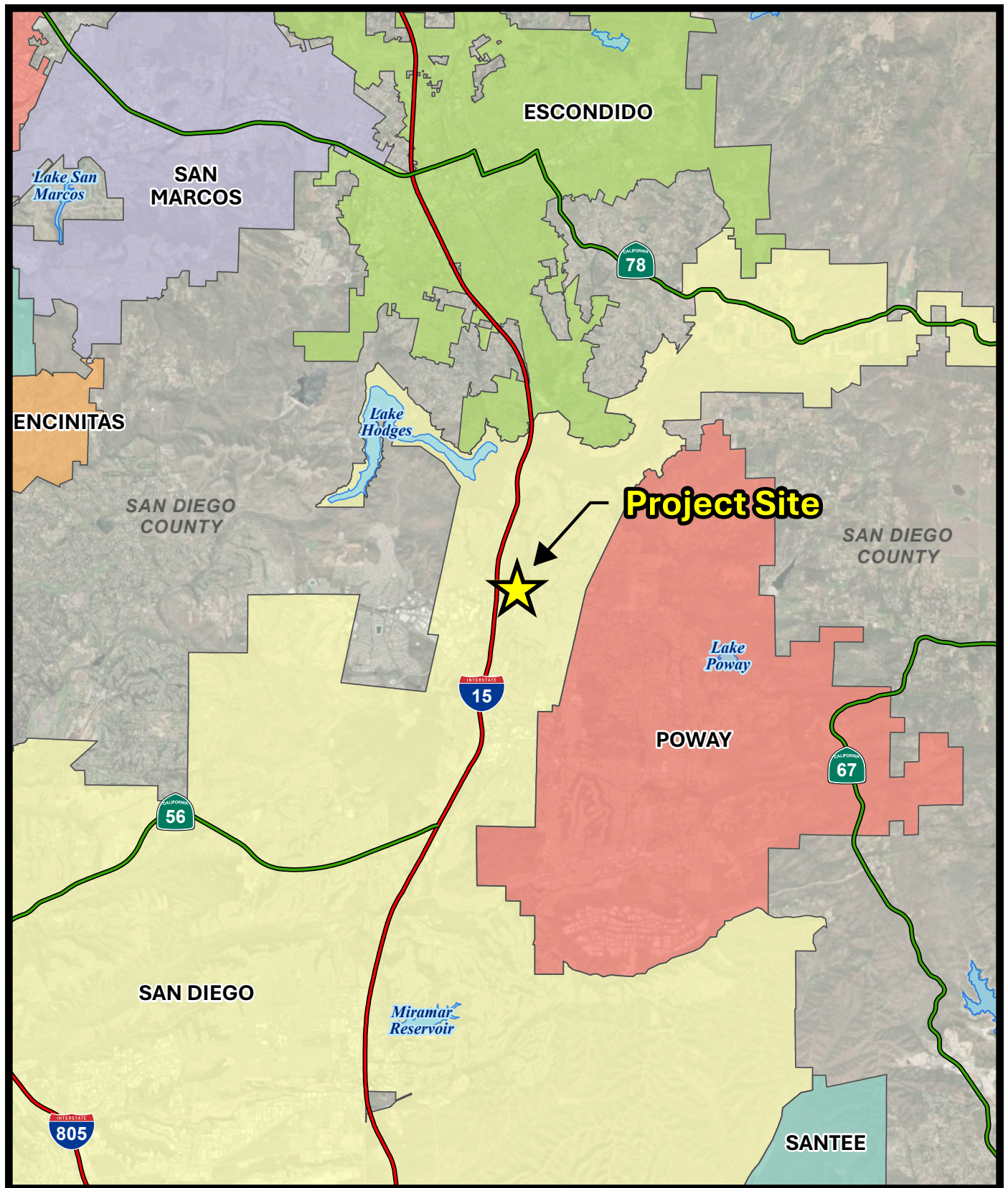
The project does not require any deviations or variances. Therefore, the project would not include a deviation or variance that would result in a physical impact on the environment, and no impact would occur.

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



Regional Location

City View/Project No. 1123397

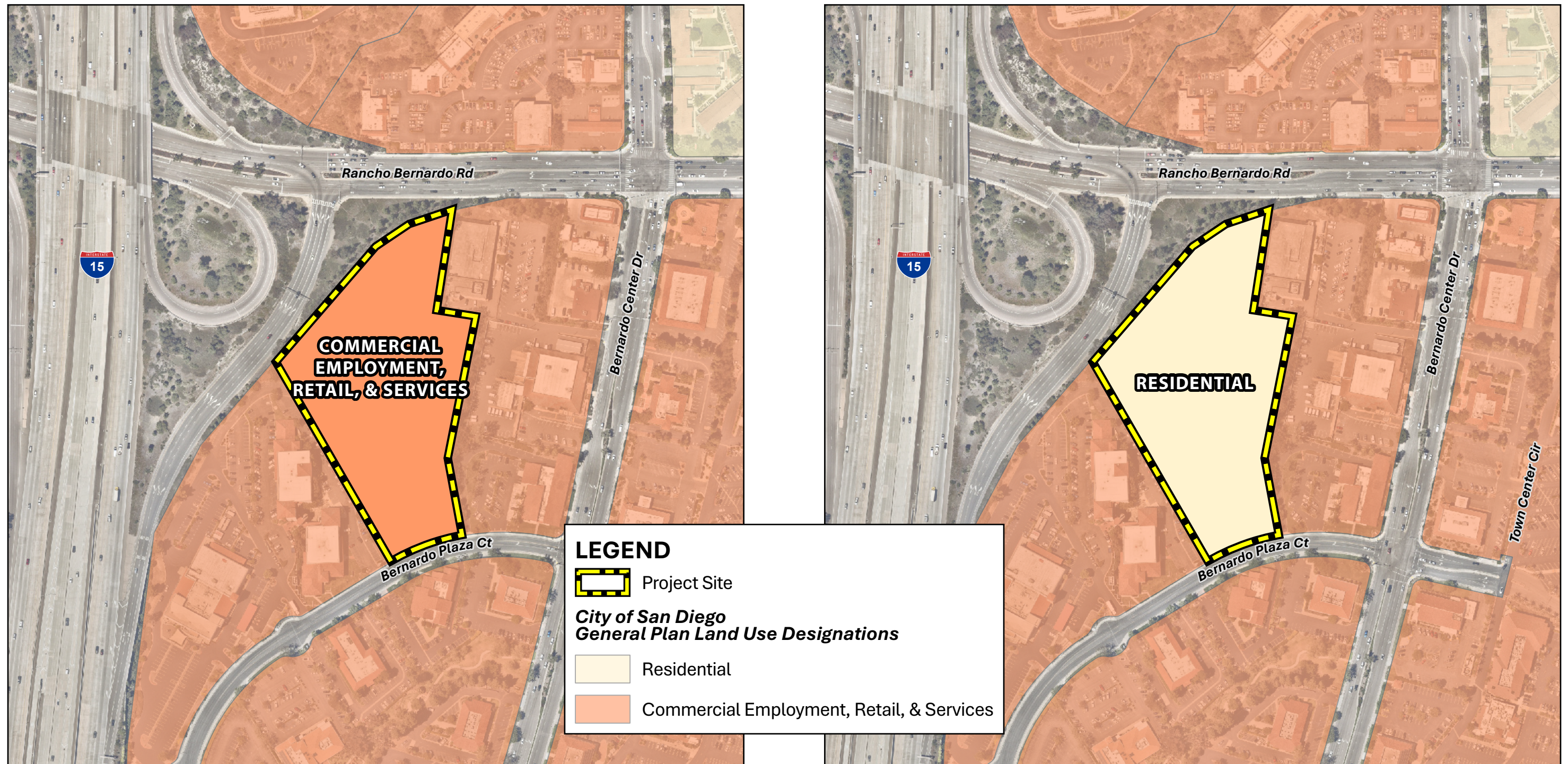
Development Services Department

**FIGURE
No. 1**



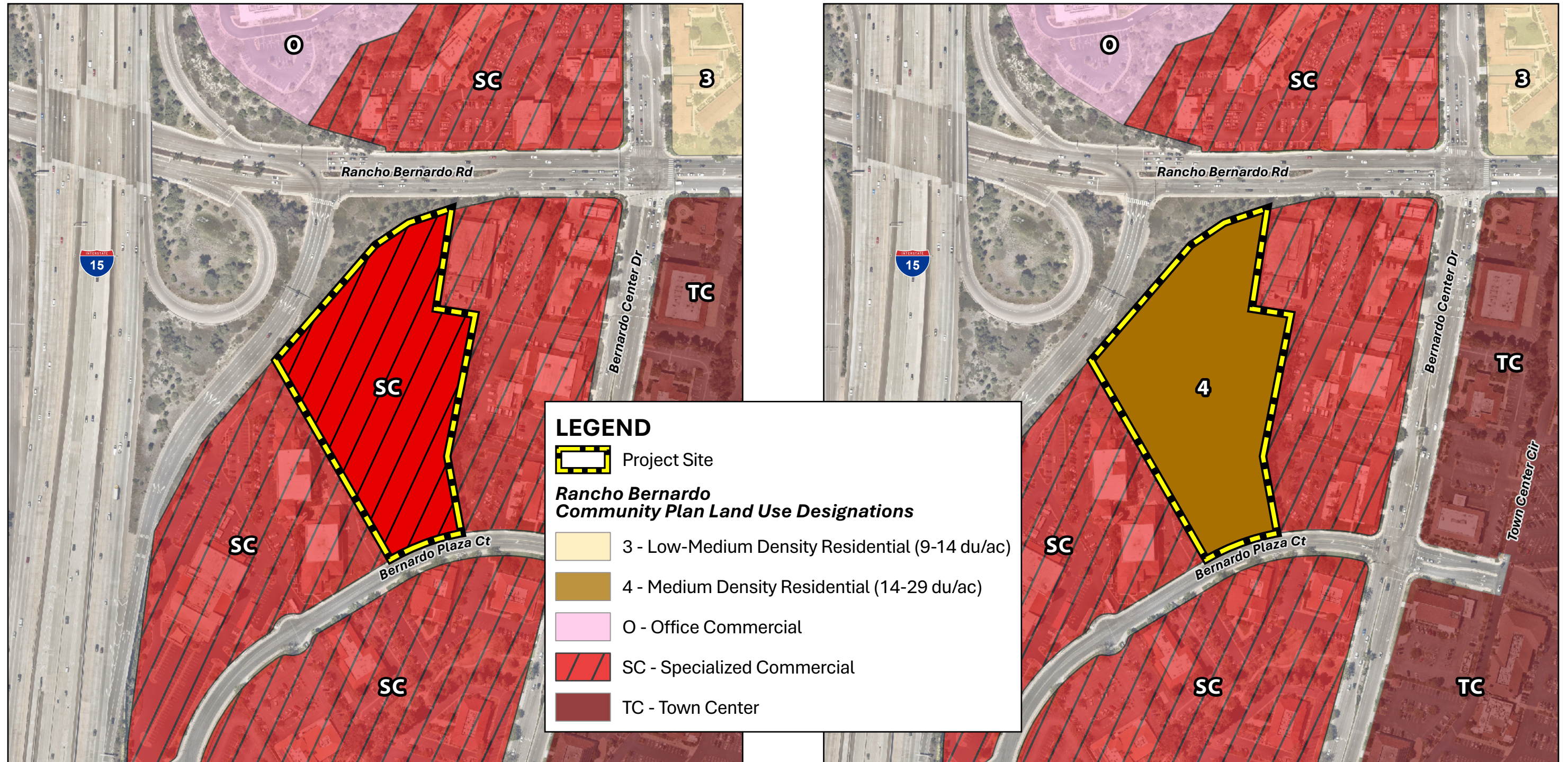
EXISTING

PROPOSED



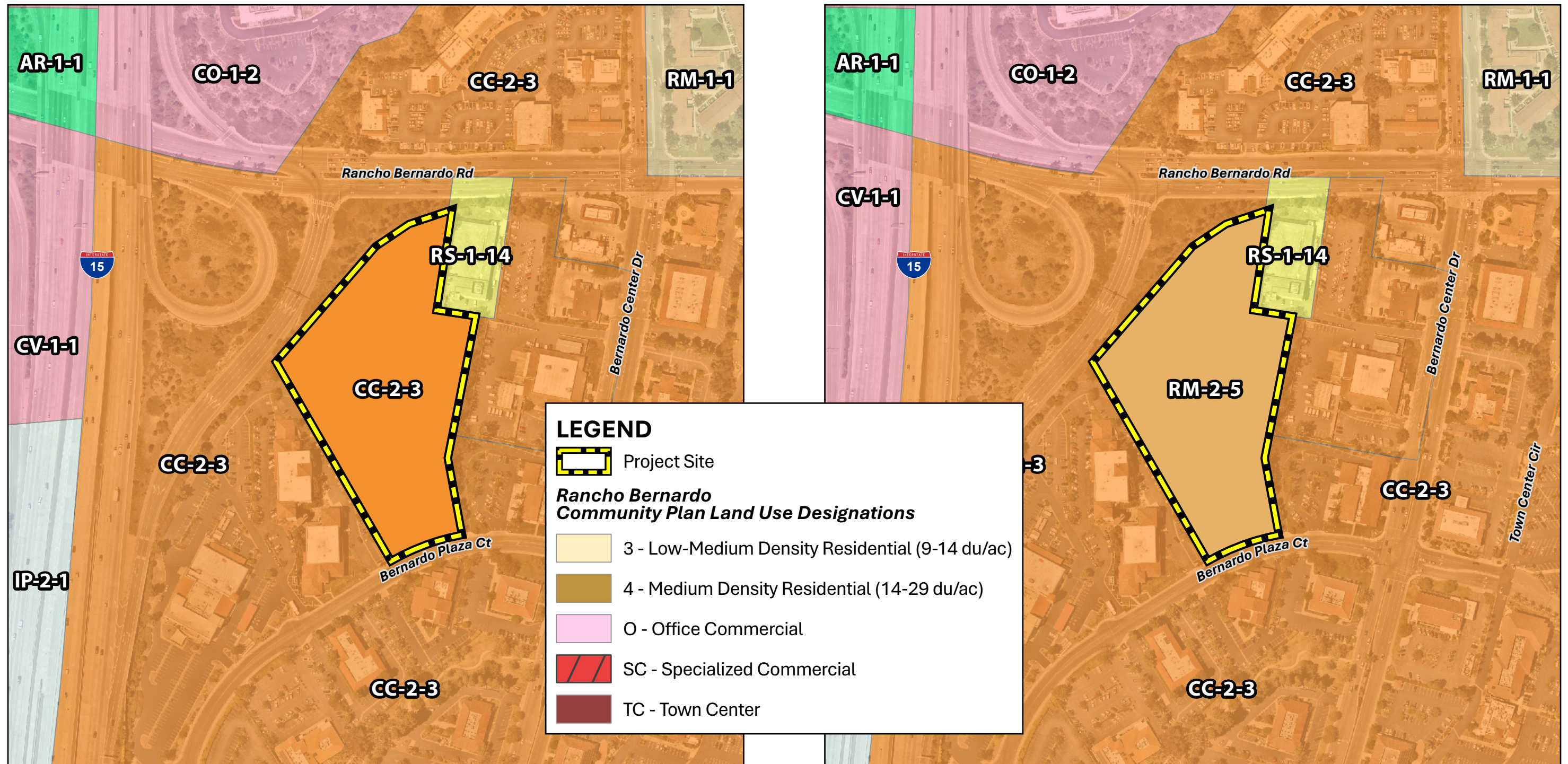
EXISTING

PROPOSED



EXISTING

PROPOSED



- (1) ROLLED CURB SORSO G-4A TYPE B
- (2) CURB & GUTTER SORSO G-02
- (3) 6" CURB SORSO G-01
- (4) RIBBON GUTTER SORSO G-12
- (5) RETAINING WALL
- (6) CONCRETE DRIVEWAY SORSO G-14A
- (7) PROPOSED BUILDING
- (8) PROPOSED PRIVATE DRIVE
- (9) PROPOSED PRIVATE DRIVE
- (10) MODULAR WETLAND
- (11) ALLEY TYPE CONCRETE DRIVEWAY SORSO G-14E
- (12) SIDEWALK TO BE CONSTRUCTED TO NEAREST JOINT
- (13) "O" CURB
- (14) 10 X10 SIGHT VISIBILITY TRIANGLE, NO OBSTRUCTION, INCLUDING LANDSCAPING FOR SOLID WALLS IN THE VISIBILITY AREA SHALL EXCEED 36 INCHES IN HEIGHT
- (16) INFORMATION KIOSK
- (17) PROPOSED STREET LIGHT PER SORSO E-01
- (36) BICYCLE REPAIR LOCATION PER LANDSCAPE PLANS
- (37) STREET TREE PER LANDSCAPE PLAN ON SHEET 34
- (38) RELOCATE EXISTING BACKFLOW
- (41) ADA PARKING PER DETAIL ON SHEET 29
- (42) STANDARD 8'X20' PARKING

- ① FOUND LEAD & DISC STAMPED "ICE 10284" AT 8' OFFSET PER MAP 7890.
- ② FOUND LEAD & DISC STAMPED "ICE 10284" AT 8' OFFSET PER MAP 7890. HELD FOR BC. (OFFSET).
- ④ FOUND LEAD & TASK AT 8' OFFSET
- ⑤ FOUND 2" IRON PIPE, DISC ILLEGIBLE. ACCEPTED AS MONUMENT SET PER MAP 7601.
- ⑥ FOUND 2" IRON PIPE, NO DISC. ACCEPTED AS MONUMENT SET PER MAP 7601.
- ⑦ FOUND 2" IRON PIPE W/DISC STAMPED "ICE 10284" PER MAP 7601.
- ⑧ FOUND 3/4" IRON PIPE WITH MAG, NO RECORD. ACCEPTED AS SUBJECT PROPERTY CORNER
- ⑨ FOUND 1" IRON PIPE W/DISC STAMPED "DIV HWY" PER MS 875
- ⑩ FOUND 1" IRON PIPE W/DISC STAMPED "DIV HWY", NO RECORD, NOT ACCEPTED.
- ⑪ FOUND 2" IRON PIPE W/DISC STAMPED "ICE 10284" PER MAP 7890.

① EASEMENTS) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SAN DIEGO GAS & ELECTRIC COMPANY
PURPOSE: PUBLIC UTILITIES AND INCIDENTAL PURPOSES
RECORDING DATE: NOVEMBER 13, 1973
RECORDING NO.: 73-317254 OFFICIAL RECORDS
AFFECTS: THE ROUTE THEREOF AFFECTS A PORTION OF SAID LAND AND IS MORE FULLY DESCRIBED IN SAID DOCUMENT.

② EASEMENTS) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED OR AS OFFERED FOR DEDICATION, ON THE MAP OF SAID TRACT/PAT:
PURPOSE: RESERVED FOR FUTURE STREET
AFFECTS: AS SHOWN ON SAID MAP
RECORDING NO.: MAP NO. 7890

③ EASEMENTS) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: THE PACIFIC TELEPHONE & TELEGRAPH COMPANY
PURPOSE: PUBLIC UTILITIES AND INCIDENTAL PURPOSES
RECORDING DATE: APRIL 3, 1975
RECORDING NO.: 75-075842 OFFICIAL RECORDS
AFFECTS: THE ROUTE THEREOF AFFECTS A PORTION OF SAID LAND AND IS MORE FULLY DESCRIBED IN SAID DOCUMENT.

NON-PLOTTABLE EASEMENTS

1) EASEMENT FOR DISTRIBUTION OF ELECTRICITY AND GAS GRANTED TO SDG&E PER FILE/PAGE NO. 79-253192, REC. 6-19-79 O.R. (BLANKET OVER ALL OF LOT 31, MAP 7890 FOR ANY UTILITY FACILITY INSTALLED ON OR

PROPOSED IMPROVEMENTS

<u>IMPROVEMENT</u>	<u>STANDARD DWGS.</u>
EXISTING ROW LINE	
PROPOSED ROW DEDICATION	
PROPERTY LINE	
MAJOR CONTOUR	
MINOR CONTOUR	
SPOT ELEVATION	
RETAINING WALL	SEE STRUCTURAL PLANS
CONCRETE SIDEWALK	SORSO G-07
AC PAVEMENT	DETAIL ON SHEET 2
6" CURB	SORSO G-01
6" CURB AND GUTTER	SORSO G-02
BUILDING GRADE BREAK	
ROLLED CURB	
CROSS GUTTER	SORSO G-12
STORM DRAIN PIPE	SORSO D-60 (SIZE PER
STORM DRAIN CLEANOUT (PVT.)	SORSO D-29 (TYPE A-4
STORMTRAP VAULT	SEE SHEET C1-02
MODULAR WETLAND	SEE SHEET C1-02
PROPOSED TREES FOR LANDSCAPE PLAN SEE SHEET 34	
VISIBILITY TRIANGLES	
PROPOSED STREET LIGHT	SORSO E-01

ITEM

PROJECT BOUNDARY
EXISTING SPOT ELEVATION
EXISTING CONTOUR
EXISTING SANITARY SEWER & MANHOLE
EXISTING WATER MAIN
EXISTING FIRE HYDRANT ASSEMBLY
EXISTING WATER GATE VALVE
EXISTING STORM DRAIN
EXISTING STORM DRAIN STRUCTURE
EXISTING CURB & GUTTER
EXISTING TREES

- ☐ 1 PRIVATE DRAINAGE EASEMENT
- ☐ 4 PUBLIC EASEMENT FOR PRIVATE DRIVES
- ☐ 5 GENERAL UTILITY EASEMENT
- ☐ 6 FIRE ACCESS EASEMENT

1. PER FOOTNOTE 5 OF SDMC SECTION 142.0525(A) TABLE 142-05C, BICYCLE RACKS ARE NOT REQUIRED FOR A DWELLING UNIT WITH GARAGE ACCESSIBLE ONLY BY RESIDENTS OF THE DWELLING UNIT.

[illegible]