The City of SAN DIEGO
Planning Department
Environment & Policy Analysis Division

DRAFT
PROGRAM ENVIRONMENTAL IMPACT REPORT

Project No. 582608
SCH No. 2016101021

SUBJECT: MORENA CORRIDOR SPECIFIC PLAN

Applicant: City of San Diego Planning Department

PROJECT DESCRIPTION:

The proposed Morena Corridor Specific Plan would increase residential density in Linda Vista by redesignating and rezoning land to allow for transit-oriented development adjacent to the future Tecolote Road Trolley Station and the existing Morena/Linda Vista Trolley Station. The proposed Specific Plan provides policies and recommendations for new residential and mixed-use development and improvements to the public right-of-way to enhance access to the trolley stations within the Specific Plan area that capitalize on the new regional transit connections in the area. The proposed project would redesignate approximately 50 acres of Commercial and Industrial land uses to the Community Village land use designation within the Linda Vista community. The Community Village land use designation would allow for the development of multi-family housing in a mixed-use setting and commercial, service, and civic uses. The amendment would also revise the planned street network within the Linda Vista community to create a grid network through the eastern extension of Morena Boulevard to Linda Vista Avenue and the removal of the segment of Napa Street between Morena Boulevard and Linda Vista Road from the street network.

Implementation requires City Council approval and adoption of the proposed Morena Corridor Specific Plan and associated discretionary actions, including an amendment to the Linda Vista Community Plan to reflect the proposed land use and mobility changes, and to remove the area from the Community Plan Implementation Overlay Zone (CPIOZ); an amendment to the Clairemont Mesa Community Plan to reflect the proposed mobility changes; and an amendment to the Land Development Code to remove Linda Vista from the Community Plan Implementation Overlay Zone. The project also requires a rezone of property in portions of the Specific Plan area within the Linda Vista Community Plan area. An update to the Impact Fee Study (formerly known as the Public Facilities Financing Plan) for the Linda Vista Community Plan area is also proposed for adoption as a subsequent discretionary action. Collectively, these actions together with the proposed Morena Corridor Specific Plan form the project analyzed in the Program Environmental Impact Report (PEIR).

PROJECT LOCATION:

The Specific Plan area is approximately 280 acres along Morena Boulevard and West Morena Boulevard between Clairemont Drive and Friars Road. This area is within the Clairemont Mesa Community Plan Area and the Linda Vista Community Plan Area. To the west, the Specific Plan area is bounded by the railroad right-of-way and Interstate 5, which separate the community

from Mission Bay. To the north and east, the Specific Plan area is shaped by the sloping topography and single-family residential neighborhoods in Clairemont Mesa, and the University of San Diego and multifamily and student housing in Linda Vista. To the south is the San Diego River and Interstate 8, which separate the Specific Plan area from Old Town San Diego.

The San Diego Trolley will connect Downtown San Diego to the University of California, San Diego and University Towne Center, along the west side of Morena Boulevard. The Specific Plan area includes the Morena/Linda Vista Trolley Station at Morena Boulevard and Linda Vista Road, the future Tecolote Road Trolley Station at West Morena Boulevard and Tecolote Road, and the future Clairemont Drive Trolley Station at Morena Boulevard and Clairemont Drive.

ENVIRONMENTAL DETERMINATION:

The purpose of this document is to inform decision-makers, agencies, and the public of the significant environmental effects that could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe a reasonable range of alternatives to the project.

Based on the analysis conducted for the project described above, the City of San Diego has prepared the following Draft PEIR in accordance with CEQA. The analysis conducted identified that the proposed project could result in significant and unavoidable impacts in the areas of **Transportation and Circulation (Traffic Circulation), Noise (Vehicle Traffic Noise, Temporary Construction Noise, Construction-related Vibration), Air Quality (Air Quality Plans, Air Quality Standards), Historical and Tribal Cultural Resources (Historic Resources, Archaeological Resources, and Tribal Cultural Resources), Paleontological Resources (Ministerial Projects),** and **Visual Effects and Neighborhood Character (Scenic Vistas or Views, Neighborhood Character)**. All other impacts analyzed in this Draft PEIR were found to be less than or not significant.

This document has been prepared by the City of San Diego's Planning Department and is based on the City's independent analysis and determinations made pursuant to Section 21082.1 of the California Environmental Quality Act (CEQA) and Section 128.0103(a) and (b) of the San Diego Municipal Code.



Alyssa Muto, Deputy Director
Planning Department

August 01, 2018
Date of Draft Report

Analyst: Rebecca Malone, AICP, Planning Department

PUBLIC REVIEW DISTRIBUTION:

The following agencies, organizations, and individuals received a copy or notice of the Draft PEIR and were invited to comment on its accuracy and sufficiency. Copies of the Draft PEIR and any technical appendices may be reviewed in the office of the Planning Department, or purchased for the cost of reproduction.

FEDERAL GOVERNMENT
U.S. Environmental Protection Agency (19)
U.S. Fish and Wildlife Service (23)
U.S. Army Corps of Engineers (26)

STATE OF CALIFORNIA
Caltrans District 11 (31)
Department of Fish and Wildlife (32)
Cal Recycle (35)
California Environmental Protection Agency (37A)
Housing and Community Development Department (38)
Department of Toxic Substance Control (39)
Natural Resources Agency (43)
Regional Water Quality Control Board, Region 9 (44)
State Clearinghouse (46A)
California Air Resources Board (49)
California Transportation Commission (51)
California Department of Transportation (51A & 51B)
Native American Heritage Commission (56)

COUNTY OF SAN DIEGO
Air Pollution Control District (65)
Planning and Development Services (68)
County Water Authority (73)
Department of Environmental Health (76)

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Councilmember Zapf, District 2
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Councilmember Sherman, District 7
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Clairemont Branch Library (81H)
Linda Vista Branch Library (81M)

City Advisory Boards or Committees
Historical Resources Board (87)

Other City Governments
San Diego Association of Governments (108)
Metropolitan Transit System (112/115)
San Diego Gas & Electric (114)

School Districts
San Diego Unified School District (132)

Community Planning Groups or Committees
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Linda Vista Planning Group (267)

Community Councils
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Other Agencies, Organizations and Individuals
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Mission Bay Park Committee (318A)
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Draft Program Environmental Impact Report for the Morena Corridor Specific Plan San Diego, California Project No. 582608 SCH # 2016101021

August 1, 2018

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List of Abbreviated Terms

°F	degrees Fahrenheit
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ac	acre
ACOE	U.S. Army Corps of Engineers
ADA	Americans with Disabilities Act
ADT	average daily traffic
afy	acre-feet per year
AIA	Airport Influence Area
Airport Authority	San Diego County Regional Airport Authority
ALS	Advanced Life Support
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
APCD	Air Pollution Control District
APEFZ	Alquist-Priolo Earthquake Fault Zone
AST	Above ground storage tank
BAU	business-as-usual
BMP	best management practice
BSC	Building Standards Code
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAL FIRE	California Department of Forestry and Fire
CalARP	California Accidental Release Prevention Program
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	California Department of Conservation

CDFW	California Department of Fish and Wildlife
CDP	Coastal Development Permit
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulations
CH_4	methane
City	City of San Diego
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CPIOZ	Community Plan Implementation Overlay Zone
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CRHR	California Register of Historic Resources
CRS	Community Rating System
CTC	California Transportation Commission
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dB(A)	A-weighted decibels
DEH	Department of Environmental Health
DIF	Development Impact Fees
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
du/ac	dwelling unit per acre
EB	eastbound
EIR	environmental impact report
EMT	emergency medical technician
EMT-P	Paramedic
EO	Executive Order
EOC	Emergency Operations Center
ESL	Environmentally Sensitive Lands
FAR	floor area ratio
FEMA	Federal Emergency Management Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FY	Fiscal Year
GHG	greenhouse gas
GIS	geographic information system
gpd	gallons per day
GWh	gigawatt-hours

GWP	global warming potential
H&SC	California Health and Safety Code
HA	Hydrologic Area
HCM	Highway Capacity Manual
HMBP	Hazardous Materials Business Plan
HMD	Hazardous Materials Division
HRB	Historical Resources Board
HAS	Hydrologic Subarea
HU	Hydrologic Unit
HVAC	heating, ventilation, and air conditioning
Hz	Hertz
I-5	Interstate 5
I-8	Interstate 8
I-805	Interstate 805
IA	Implementing Agreement
IFS	Impact Fee Study
IOU	investor-owned utility
IPCC	Intergovernmental Panel on Climate Change
ITS	Intelligent Transportation Systems
kHz	kilo-Hertz
kWh	kilowatt-hours
LDC	Land Development Code
LDM	Land Development Manual
L_{eq}	Average sound level
LID	Low Impact Development
LOS	Level of Service
LOSSAN	Los Angeles–San Diego–San Luis Obispo (rail corridor)
LUST	leaking underground storage tanks
MBAP	Morena Boulevard Station Area Planning Study
MBTA	Migratory Bird Treaty Act
MCAS	Marine Corps Air Station
Mgd	million gallons per day
MHMP	Multi-Jurisdictional Hazard Mitigation Plan
MHPA	Multi-Habitat Planning Area
MMRP	Mitigation Monitoring and Reporting Program
MMT CO_2E	million metric tons of carbon dioxide equivalent
MOE	measurement of effectiveness
mpg	miles per gallon
mph	miles per hour
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSCP	Multiple Species Conservation Program

MSL	mean sea level
MT CO_2E	metric tons of carbon dioxide equivalent
MTS	Metropolitan Transit System
MWD	Metropolitan Water District of Southern California
MWh	megawatt-hours
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NB	northbound
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NO_x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NRHP	National Register of Historic Places
O_3	ozone
OES	Office of Emergency Services
Pb	lead
PEIR	Program Environmental Impact Report
PFFP	Public Facilities Financing Plan
PM	particulate matter
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PPV	peak particle velocity
PRC	Public Resources Code
PUD	Public Utilities Department
PV	Photovoltaic
PVC	polyvinyl chloride
RAQS	Regional Air Quality Strategy
RCP	Regional Comprehensive Plan
RCRA	Federal Resource Conservation and Recovery Act
Regional Plan	San Diego Forward: The Regional Plan
RH	relative humidity
RMP	Risk Management Plan
ROG	reactive organic gas
ROW	right-of-way
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill

SB	southbound
SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas & Electric
SDIA	San Diego International Airport
SDFD	San Diego Fire-Rescue Department
SDMC	San Diego Municipal Code
SDPD	San Diego Police Department
SDUSD	San Diego Unified School District
SFHA	Special Flood Hazard Area
SHMA	Seismic Hazard Mapping Act
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO_2	sulfur dioxide
SSSC	Side Street Stop-Control
STAR	Special Trauma and Rescue
SWAT	Special Weapons and Tactics
SWPPP	storm water pollution prevention plan
SWRCB	State Water Resources Control Board
T&SW	Transportation and Storm Water Department
TAC	toxic air contaminants
TCM	transportation control measures
TDM	Transportation Demand Management
TDS	total dissolved solids
TDV	time-dependent value
therm	a unit of heat equivalent to 100,000 British thermal units
TMDL	total maximum daily load
TODEP	Transit Oriented Development Enhancement Program
TPA	Transit Priority Area
TSS	Threshold Siting Surface
TWLTL	two-way left-turn lane
U.S. DOT	United States Department of Transportation
U.S. EPA	United States Environmental Protection Agency
U.S.C.	United States Code
UCSD	University of California, San Diego
UDC	Unified Disaster Council
USD	University of San Diego
UST	underground storage tank
UTC	University Town Center
UWMP	Urban Water Management Plan
V/C	volume to capacity

VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles travelled
VOC	volatile organic compounds
WB	westbound
Wh	watt-hours
WMA	watershed management area
WMP	Waste Management Plan
WQIP	Water Quality Improvement Plan
WSA	Water Supply Assessment

Executive Summary

Project Location and Setting

The Morena Corridor Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan"; or the "proposed project" and discussed below) is located in the low-lying area north of the San Diego River, east of Mission Bay, south of Clairemont Drive, and west of the rolling hills and canyons that define the surrounding neighborhoods in Linda Vista and Clairemont Mesa. To the west, the Specific Plan area is bounded by the railroad right-of-way (ROW) and Interstate 5 (I-5), which separate the community from Mission Bay Park. To the north and east, the Specific Plan area is bounded by the sloping topography and residential neighborhoods in Clairemont Mesa. To the east, the Specific Plan area is shaped by the University of San Diego, the "Overlook Heights" neighborhood, and student housing in Linda Vista. To the south is the San Diego River and Interstate 8 (I-8), which separate the Specific Plan area from Old Town San Diego.

The Specific Plan area includes the existing Morena/Linda Vista Trolley Station at Morena Boulevard and Linda Vista Road that connects the Specific Plan area to Mission Valley and further east, and provides a connection to Old Town San Diego. Future trolley stations at the intersection of West Morena Boulevard and Tecolote Road and at the intersection of Morena Boulevard and Clairemont Drive will connect Downtown San Diego to the Veterans Hospital; the University of California, San Diego (UCSD); and University Towne Center. The trolley ROW and stations within the Specific Plan area will be located along the west side of Morena Boulevard.

The Specific Plan area includes a mixed pattern of existing development that includes a range of light industrial, office and retail, multi-family apartments, some single-family homes, and other public/institutional uses. Two mobile home parks are also located within the Clairemont Mesa portion of the Specific Plan area. The lots within the Specific Plan area vary in size and shape, with some large, square lots and some extremely narrow, deep lots. Many of the lots are relatively small or irregularly shaped.

Retail and wholesale businesses are common, including specialty goods, food production, and automotive dealers and repairs. Strip commercial and office uses are also present within the Specific Plan area. Light industrial uses are clustered in the southeast portion of the Specific Plan area. Further north, within Clairemont Mesa, the "village" area within Bay Park between Napier and Aston streets includes restaurants and other businesses that form a neighborhood center. Existing institutional uses include the San Diego Police Department (SDPD) Western Division, San Diego County Animal Shelter, San Diego Humane Society, and San Diego Fire Rescue Station 25.

Project Description

The Specific Plan includes policy direction and supplemental development regulations intended to guide future development in the Specific Plan area. Also included in the proposed Specific Plan are changes to the street system intended to improve mobility across all travel modes in the Specific Plan area. The project is proposing land use designations near the future Mid-Coast Light Rail Trolley Station at Tecolote Road and the existing Morena/Linda Vista Trolley Station, intended to encourage a greater density and intensity of mixed-use residential and commercial land uses. Although the proposed project is located within both the Linda Vista and Clairemont Mesa community planning areas, the Specific Plan will maintain the adopted land uses in the Clairemont Mesa community planning area. The following discretionary actions would be required to implement the proposed project:

- Adoption of the Morena Corridor Specific Plan;
- Amendment to the Linda Vista Community Plan to reflect proposed land use changes and removal of references to Community Plan Implementation Overlay Zone (CPIOZ) Regulations;
- Amendment to the Clairemont Mesa Community Plan to reflect proposed mobility changes;
- Amendment to the Land Development Code to remove the Linda Vista Community Plan Implementation Overlay Zone (CPIOZ – Type A);
- Rezone of the Linda Vista Community Plan area portions of the Specific Plan area; and
- Adoption of an Impact Fee Study (IFS) for the Linda Vista community planning area.

Further details on the proposed project are provided in Chapter 3, Project Description.

Project Objectives

In accordance with the California Environmental Quality Act (CEQA) Section 15124, the following objectives were identified to outline the underlying purpose for the proposed project. These objectives will be used to assist the lead agency in developing a reasonable range of alternatives to be evaluated in this Program Environmental Impact Report (PEIR) and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary. The primary objectives for the proposed project are:

- Create a focused long-range plan for the Linda Vista Community Plan area intended to promote high-density residential and employment opportunities consistent with the City of Villages strategy and the Climate Action Plan (CAP), while deferring such land use planning efforts within the Clairemont Mesa Community Plan area to the Clairemont Mesa Community Plan Comprehensive Update.
- Within the Linda Vista Community Plan area:
    - Establish land uses that facilitate transit-oriented mixed-use development in transit priority areas.
    - Leverage regional transit investment and provide critically needed housing by designating high-density residential and mixed-use development within close proximity to the transit stations.

  - Allow for employment-related land uses near transit and residential use consistent with the General Plan and CAP.
  - Create community villages that enhance pedestrian connectivity within and between neighborhoods.
  - Identify areas within villages for accessible public gathering spaces such as public plazas and outdoor seating.
  - Establish a grid circulation network to increase multi-modal connectivity and safety, improve circulation efficiency, and create more standardized block sizes for multi-modal travel and development feasibility.
- Enhance multi-modal connectivity between neighborhoods; Mission Bay Park; and the Clairemont Drive, Tecolote Road, and Morena/Linda Vista trolley stations.
- Create a complete mobility system that promotes access and increases safety for pedestrians, bicycles, and transit.
- Identify areas for accessible public gathering spaces and passive recreation opportunities.

Areas of Controversy

Section 15123(b)(3) of the CEQA Guidelines requires that an environmental impact report address issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this PEIR adequately describes the environmental impacts of the proposed project.
2. Whether the benefits of the proposed project override the environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether there are any alternatives to the proposed project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the PEIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public.

Prior to preparation of the PEIR, the Notice of Preparation (NOP) was distributed for comment from October 7, 2016 to November 7, 2016. Agency letters and public comments received in response to the NOP included requests to address existing conditions, cultural and historical resources, traffic and transportation, tribal cultural resources, health and safety, aesthetics, land use, hydrology and water quality, public services and facilities, and other general considerations for implementation of the proposed project.

Project Alternatives

Project alternatives are assessed in further detail in Chapter 10, Alternatives.

No Project/Adopted Plan

Under the No Project Alternative, the Specific Plan would not be adopted. The adopted land use designations in the Clairemont Mesa Community Plan and Linda Vista Community Plan would remain in effect, building heights would continue to be limited to 30 feet (45 feet with permit) through the Community Plan Implementation Overlay Zone (CPIOZ), and no Transit-Oriented Development Enhancement Program (TODEP) provisions, which would allow application of greater height and density within the Community Commercial designations in the Tecolote Village District and the Morena Station District would be adopted. This alternative would also not include any of the mobility improvements such as roadway extensions, intersection improvements, or pedestrian and bicycle facilities identified in the Specific Plan. Under this alternative, development would still occur pursuant to the adopted Clairemont Mesa Community Plan and the Linda Vista Community Plan zoning and development regulations.

Mid-Density Alternative Land Use Plan

The Mid-Density Alternative would revise the proposed Specific Plan to reduce the maximum density allowed to be considered with a Planned Development Permit in the Tecolote Village District from 109 to 73 dwelling units per acre, and would cap the density in the Morena Station District at 54 dwelling units per acre. Additionally, the commercial properties located on the south side of Gaines Street would be limited to a maximum residential density of 29 dwelling units per acre consistent with the existing zone for the properties. All other aspects of the proposed project are assumed to be implemented, including the TODEP provisions that allow building heights of 100 feet within the Tecolote Village District and 65 feet within the Morena Station District, and all mobility improvements. The intent of this alternative is to determine if the reduction in dwelling units would avoid or substantially lessen significant impacts of the project.

Low-Density Alternative Land Use Plan

The Low-Density Alternative would cap the maximum density allowed in the Tecolote Village and Morena Station Districts at 54 dwelling units per acre, as shown in Table 10-1. Additionally, the commercial properties located on the south side of Gaines Street would be limited to a maximum residential density of 29 dwelling units per acre consistent with the existing zone for the properties. The TODEP provisions of the proposed project are not included in this alternative because of the maximum density restriction of 54 dwelling units per acre with a maximum building height of 45 feet for this alternative. The mobility improvements in the proposed project are assumed to be implemented. The intent of this alternative is to determine if the reduction in units would avoid or substantially lessen significant impacts of the project.

Summary of Environmental Impacts, Mitigation Measures, and Levels of Significance after Mitigation

Table S-1 summarizes the conclusions of the environmental analysis of this PEIR. Impacts are identified as significant or less than significant, and mitigation measures are identified for all significant impacts. The level of significance after imposition of the mitigation measures is also presented.

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Land Use			
Would the proposed project conflict with the environmental goals, objectives, or guidelines of a General Plan or Community Plan or other applicable land use plan or regulation and as a result, cause an indirect or secondary environmental impact?	The proposed project is consistent with the City's overarching policy and regulatory documents including the General Plan, Land Development Code, and San Diego River Park Master Plan. The project is also consistent with all goals and policies of the Clairemont Mesa Community Plan and the overarching goals and policies of the Linda Vista Community Plan. No land use conflicts have been identified associated with the proposed amendments to the Linda Vista Community Plan and Land Development Code (LDC) to remove the Linda Vista CPIOZ. Additionally, the Specific Plan land uses and policy framework would help achieve consistency with the San Diego Forward: the Regional Plan and CAP. As the proposed project would be consistent with applicable environmental goals, objectives, or guidelines of the General Plan and other applicable plans and regulations, no indirect or secondary environmental impact would result. Impacts would be less than significant.	None Required	Less than Significant
Would the proposed project lead to the development or conversion of general plan or community plan designated open space or prime farmland to a more intensive land use, resulting in a physical division of the community?	The Specific Plan area does not contain land designated as Prime Farmland. The proposed project does not include development or re-designation of open space; therefore, there would be no impacts associated with the development or conversion of General Plan- or community plan-designated Open Space or Prime Farmland.	None Required	No Impact
Would the proposed project conflict with the provisions of the City's Multiple Species Conservation Program (MSCP) Subarea Plan or other approved local, regional, or state habitat conservation plan?	No conflicts were identified with the MSCP Subarea Plan as the Specific Plan area is largely urbanized and does not contain preserve areas designated as Multi-Habitat Planning Area (MHPA). Additionally, development adjacent to MHPA lands would be subject to the City's MHPA Land Use Adjacency Guidelines, which address indirect effects on the MHPA from adjacent development. Thus, no impact related to conflicts with the MSCP Subarea Plan would result.	None Required	No Impact

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Would the proposed project result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP)?	Implementation of the proposed Specific Plan would not result in impacts associated with the four compatibility concern areas for land within an Airport Influence Area (AIA) and the Specific Plan would be submitted to the Airport Land Use Commission for a consistency determination to verify consistency with the applicable Montgomery Field and San Diego International Airport (SDIA) ALUCPs. As a result, the proposed project would not be incompatible with an adopted ALUCP and no impact related to conflicts with an adopted ALUCP would result.	None Required	No Impact
Transportation and Circulation			
Would the proposed project result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system including roadway segments, intersections, freeway segments, interchanges, or freeway ramps?	**Roadway Segments** The project would result in an exceedance of the significance determination thresholds at the following segments and would result in a significant impact to the following segments with project build-out: • Impact 6.2-1: Clairemont Drive, from I-5 NB Ramps to Denver Street (Level of Service [LOS] E, ΔVC 0.17) • Impact 6.2-2: Denver Street, from Clairemont Drive to Ingulf Street (LOS F, ΔVC 0.17) • Impact 6.2-3: Morena Boulevard, south of Linda Vista Road (LOS F, ΔVC 0.27) **Intersections** As the project would result in an increase of over 1 second of delay at the intersections operating at LOS F and 2 seconds of delay at the intersection operating at LOS E, the project would result in significant impacts to the following four intersections. • Impact 6.2-4: Intersection #1: E. Mission Bay Drive & Clairemont Drive (LOS F: AM & PM Peak Hour) • Impact 6.2-5: Intersection #4: Denver Street & Clairemont Drive (LOS F: AM & PM Peak Hour) • Impact 6.2-6: Intersection #8: Morena Boulevard & Jellett	**Roadway Segments** • **TRANS 6.2-1:** Clairemont Drive, from I-5 NB ramps to Denver Street (Impact 6.2-1) – Widen this roadway to a 6-Lane Prime Arterial. • **TRANS 6.2-2:** Denver Street, from Clairemont Drive to Ingulf Street (Impact 6.2-2) – Restripe this roadway to a 2-Lane Collector with two-way left-turn lane. • **TRANS 6.2-3:** Morena Boulevard, south of Linda Vista Road (Impact 6.2-3) – Widen this roadway to a 6-Lane Prime Arterial. **Intersections** • **TRANS 6.2-4:** E. Mission Bay Drive & Clairemont Drive (Impact 6.2-4) – Signalize the intersection and restripe the northbound approach to include a dedicated right-turn lane. Subject to the approval of the City Engineer, a roundabout may be utilized in lieu of signalization. • **TRANS 6.2-5:** Denver Street & Clairemont Drive (Impact 6.2-5)– Widen the	**Roadway Segments** **Significant and Unavoidable** (Impacts 6.2-1 through 6.2-3) **Intersections** **Significant and Unavoidable** (Impact 6.2-5) Less than Significant (Impacts 6.2-4, 6.2-6, 6.2-7)

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	• Street (LOS E: PM Peak Hour) • Impact 6.2-7: Intersection #14: Morena Boulevard & Savannah Street (LOS F: PM Peak Hour)	northbound approach to accommodate an additional northbound left-turn lane and widen the southbound approach to include an exclusive right-turn lane. • **TRANS 6.2-6:** Morena Boulevard & Jellett Street (Impact 6.2-6) – Signalize the intersection. Subject to the approval of the City Engineer, a roundabout may be utilized in lieu of signalization. • **TRANS 6.2-7:** Morena Boulevard & Savannah Street (Impact 6.2-7) – Signalize the intersection. Subject to the approval of the City Engineer, a roundabout may be utilized in lieu of signalization.	
	Freeway Segments Implementation of the Specific Plan would result in significant impacts to the following freeway segments: • Impact 6.2-8: Four consecutive segments of I-5, from Grand Ave/Garnet Ave to Old Towne Ave • Impact 6.2-9: I-8 EB, from Morena Boulevard to Hotel Circle	**Freeway Segments** • **TRANS 6.2-8:** I-5 NB and SB, between Grand Ave/Garnet Ave and Old Town Ave – The SANDAG San Diego Forward 2050 Revenue Constrained Network includes operational improvements and the construction of managed lanes along this segment. These improvements are anticipated to be implemented by the year 2050. • **TRANS 6.2-9:** I-8 EB, between Morena Boulevard and Hotel Circle – The SANDAG San Diego Forward 2050 Revenue Constrained Network includes operational improvements along this segment. These improvements are anticipated to be implemented by the year 2050.	**Freeway Segments** **Significant and Unavoidable** (Impacts 6.2-8 through 6.2-9)

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	Ramp Meters Implementation of the Specific Plan would result in significant impacts to the following ramp meters: • Impact 6.2-10: I-5 NB On-Ramp/Clairemont Drive (AM) • Impact 6.2-11: I-5 SB On-Ramp/Sea World Drive/Tecolote Road (AM & PM)	**Ramp Meters** • **TRANS 6.2-10:** The City of San Diego shall coordinate with Caltrans to address ramp capacity at impacted on-ramp locations. Improvements could include additional lanes, interchange reconfigurations, Transportation Demand Management (TDM), etc.; however, specific capacity improvements are still undetermined, as these are future improvements that must be defined more over time. Furthermore, implementation of freeway improvements in a timely manner is beyond the full control of the City since Caltrans has approval authority over freeway improvements. Additionally, the proposed project includes a variety of transit, pedestrian and bicycle facilities that may help to reduce single-occupancy vehicle (SOV) travel which can help improve ramp capacity (Impacts 6.2-10 and 6.2-11).	**Ramp Meters** **Significant and Unavoidable** (Impacts 6.2-10 and 6.2-11)
Would the proposed project conflict with adopted policies, plans, or programs supporting alternative transportation?	The Specific Plan would be consistent with adopted policies, plans, and programs supporting alternative transportation. Further, the proposed Specific Plan would support transit-oriented development, improve connections to transit, and support pedestrian, bicycle, and transit improvements within the Specific Plan area. Impacts would be less than significant.	None Required	Less than Significant
Noise			
Would implementation of the proposed project result in or create a significant increase in the existing ambient noise level?	An increase in ambient vehicular traffic noise in the Specific Plan area would result from build-out of the Specific Plan, which allows higher density and greater intensity of uses, and also from increases in traffic due to regional growth. A significant increase would specifically occur adjacent to the segment of	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	Friars Road west of Napa Street. However, future noise levels at the multi-family residential uses located adjacent to this segment would be compatible with City standards for multi-family and mixed-use residential uses, and the increase in ambient noise would be less than 5 decibels (dB); thus, impacts along this segment would be less than significant. Noise level increases along all other roadway segments would be less than 3 dB and would not be considered significant. Impacts would be less than significant.		
Would implementation of the proposed project cause exposure of people to current or future transportation noise levels which exceed standards established in the Noise Element of the General Plan?	**Vehicle Noise** The Specific Plan would not locate new sensitive land uses in areas that are exposed to 75 CNEL or greater. However, noise levels would exceed 60 CNEL in the entire Specific Plan area, and noise levels would exceed 65 CNEL in a majority of the Specific Plan area. An existing regulatory framework and review process exists for new discretionary development in areas exposed to high levels of vehicle traffic noise. Implementation of the policies in the General Plan would preclude or reduce traffic noise impacts, because they require future projects to demonstrate that exterior and interior noise levels would be compatible with City standards. Therefore, noise compatibility impacts associated with future discretionary projects implemented in accordance with the Specific Plan would be less than significant with implementation of existing regulations and noise standards. In the case of ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant (Impact 6.3-1).	**Vehicle Noise** None Identified **Rail Noise** None Required	**Vehicle Noise** **Significant and Unavoidable** **Rail Noise** Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	Rail Noise Trolley, Amtrak, Coaster, and freight trains would generate a noise level of 60 CNEL at approximately 270 feet from the railway centerline. Although noise sensitive receivers would be located in proximity to railroad operations, vehicle traffic noise from I-5 would generate noise levels exceeding 70 CNEL, which far exceed the contribution of noise from railroad operations. Noise impacts due to trolley and train operations would be less than significant.		
Would implementation of the proposed project result in land uses which are not compatible with aircraft noise levels as defined by an adopted Airport Land Use Compatibility Plan (ALUCP)?	Based on the noise contours developed by the San Diego County Regional Airport Authority and provided in the ALUCPs, no portions of the Specific Plan area are located within any of the forecasted CNEL contours presented in the ALUCP. Although occasional overflights may be audible, aircraft noise levels in the Specific Plan area would not exceed 60 CNEL. Neither exterior nor interior noise compatibility impacts would occur at any of the proposed land uses; thus, the implementation of the Specific Plan would result in a less than significant impact related to noise exposure from aircraft.	None Required	Less than Significant
Would implementation of the proposed project result in the exposure of people to noise levels which exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code?	Mixed-use areas throughout the Specific Plan area would contain residential and commercial interfaces. Mixed-use areas where residential uses are located in proximity to commercial sites could expose sensitive receptors to noise above allowable levels. However, City enforcement of Noise Abatement and Control Ordinance would serve to avoid noise impacts between various land uses. Impacts would be less than significant.	None Required	Less than Significant
Would implementation of the proposed project result in the exposure of people to significant temporary construction noise?	Construction activities related to implementation of Specific Plan would potentially generate short-term noise levels in excess of 75 A-weighted decibels (dB(A) L_{eq}) at adjacent properties. While the City regulates noise associated with construction equipment and activities through enforcement of noise ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits, there is a	**NOISE 6.3-1:** At the project-level, future development projects will be required to incorporate feasible mitigation measures. Typically, noise can be reduced to comply with City standards when standard construction noise control measures are enforced at the project site and when the duration of the	**Significant and Unavoidable**

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	procedure in place that allows for variance to the noise ordinance. Due to the highly developed nature of the Specific Plan area with sensitive receivers potentially located in proximity to construction sites, there is a potential for construction of future projects to expose existing sensitive land use to significant noise levels. While future development projects would be required to incorporate feasible mitigation measures, due to the close proximity of sensitive receivers to potential construction sites, the program-level impact related to construction noise would be potentially significant (Impact 6.3-2).	noise-generating construction period is limited to one construction season (typically one year) or less. • Construction activities shall be limited to the hours between 7:00 A.M. and 7:00 P.M. Construction is not allowed on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays. (Consistent with Section 59.5.0404 of the San Diego Municipal Code). • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Locate stationary noise-generating equipment (e.g., compressors) as far as possible from adjacent residential receivers. • Acoustically shield stationary equipment located near residential receivers with temporary noise barriers. • Utilize "quiet" air compressors and other stationary noise sources where technology exists. • The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.	

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		• Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.	
Would implementation of the proposed project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	**Trolley and Train Operations** Groundborne vibration impacts could occur as a result of trolley and train operations. As discussed, existing and future land uses in the Specific Plan area are at least 150 feet from the railroad tracks. Based on the results of the detailed vibration assessment prepared for Mid-Coast Corridor Transit Project and the distance of sensitive land uses from the railroad tracks, vibration levels in the Specific Plan area would be less than FTA criteria, and impacts associated with groundborne vibration from railroad operations would be less than significant. **Commercial and Industrial Operations** Vibration impacts could also occur as a result of commercial and light industrial operations that are implemented in accordance with the Specific Plan. The uses that may be constructed under the Specific Plan would include uses such as retail and wholesale uses, restaurants, small offices, automotive repairs, and other light industrial uses that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, vibration impacts from commercial and industrial operations would be less than significant. **Construction Vibration** By use of administrative controls, such as scheduling	**Trolley and Train Operations** None Required **Commercial and Industrial Operations** None Required **Construction Vibration** In the absence of project-specific information related to construction schedules, equipment, and location of pile driving in relation to structures, no mitigation framework was identified that would ensure all project level impacts would be reduced to less than significant.	**Trolley and Train Operations** Less than Significant **Commercial and Industrial Operations** Less than Significant **Construction Vibration** **Significant and Unavoidable**

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby properties, perceptible vibration can be kept to a minimum and as such would result in a less than significant impact with respect to perception. However, pile driving within 95 feet of existing structures has the potential to exceed 0.20 inch per second, and would be potentially significant (Impact 6.3-3).		
Air Quality			
Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?	Future operational emissions associated with build-out of land uses within the Specific Plan are would be greater than anticipated future operational emissions associated with build-out of existing land uses under the adopted community plans for the same area. Therefore, emissions of ozone precursors (reactive organic gases and oxides of nitrogen) would be greater than what is accounted for in the Regional Air Quality Strategy (RAQS). Thus, the Specific Plan would conflict with implementation of the RAQS, and could have a potentially significant impact on regional air quality (Impact 6.4-1).	**AQ 6.4-1** Within six months of the certification of the Final Program Environmental Impact Report, the City shall provide a revised land use map for the Specific Plan area to San Diego Association of Governments (SANDAG) to ensure that any revisions to the population and employment projections used by the San Diego Air Pollution Control District (APCD) in updating the RAQS and the SIP will accurately reflect anticipated growth due to the proposed Specific Plan.	**Significant and Unavoidable**
Would the proposed project result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?	When considering a worst-case construction emission scenario of 25 percent of all proposed multi-family, office, retail, and industrial land uses and roadway surfaces being under construction at the same time, construction emissions would not result in air emissions that would exceed the applicable thresholds, resulting in a less than significant impact. Operational emissions associated with build-out of the proposed Specific Plan would be greater for all pollutants when compared to the adopted land uses and the assumptions used to develop the RAQS; thus, overall build-out of the Specific Plan area would result in a potentially significant operational emission impact (**Impact 6.4-2**).	**AQ 6.4-2** For future individual development projects that would exceed daily operational emissions thresholds established by the City of San Diego, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential measures include the following: • Installation of electric vehicle charging stations; • Improvement of walkability design and pedestrian network; • Increasing transit accessibility and frequency by incorporating Bus Rapid	**Construction Emissions** Less than Significant **Operational Emissions** **Significant and Unavoidable**

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
		Transit (BRT) routes included in the SANDAG Regional Plan; • Limiting parking supply and unbundling parking costs; and • Lowering parking supply below Institute of Traffic Engineers rates and separating parking costs from property costs	
Would the proposed project expose sensitive receptors to substantial pollutant concentrations, including toxins?	Impacts to sensitive receptors would be less than significant because build-out of the Specific Plan land uses would result in no intersection which would generate intersection volumes exceeding 31,600 vehicles per hour, which is the South Coast Air Quality Management District screening threshold for considering potential adverse effects of CO hotspots. Additionally, potential health risks related to toxic air emissions would be less than significant based on the intermittent nature of construction activities, compliance with San Diego APCD permit requirements for stationary sources, and Specific Plan consistency with goals of the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005). Thus, air quality impacts to sensitive receptors would be less than significant.	None Required	Less than Significant
Would the proposed project create objectionable odors affecting a substantial number of people?	The Specific Plan does not propose land uses associated with generation of adverse odors, and new and existing industrial uses would be required to be in compliance with San Diego APCD Rule 51. Impacts would be less than significant.	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
HISTORIC AND TRIBAL CULTURAL RESOURCES			
Would implementation of the proposed project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object, or site?	Implementation of the Specific Plan could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted community plan and current zoning or where mobility improvements/road extensions could require demolition of structures (Impact 6.5-1). Impacts would be potentially significant.	Mitigation Measure **HIST 6.5-1** as described in Section 6.5, Historical and Tribal Cultural Resources.	**Significant and Unavoidable**
Would implementation of the proposed project result in a substantial adverse change in the significance of a prehistoric archaeological resource, a religious or sacred use site, or the disturbance of any human remains, including those interred outside of formal cemeteries?	Implementation of the Specific Plan could adversely impact a prehistoric archaeological resource including religious or sacred use sites and human remains (Impact 6.5-2). Impacts would be potentially significant.	Mitigation Measure **HIST 6.5-2** as described in Section 6.5, Historical and Tribal Cultural Resources.	**Significant and Unavoidable**

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Would implementation of the proposed project result in a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: 1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or, 2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Implementation of the Specific Plan could adversely impact a tribal cultural resource (Impact 6.5-2). This impact would be potentially significant.	Mitigation Measure **HIST 6.5-2** as described in Section 6.5, Historical and Tribal Cultural Resources.	**Significant and Unavoidable**

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Paleontological Resources			
Would implementation of the proposed project result in development that requires over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit or over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?	Because of the high sensitivity for paleontological resources within the Unnamed Marine Terrace Deposits, Ardath Shale, Scripps Formation, and the San Diego Formation, grading into these formations could potentially destroy fossil resources. Grading activities associated with future discretionary projects that require grading in excess of 1,000 cubic yards, extending to a depth of 10 feet or greater into high sensitivity formations, or grading in excess of 2,000 cubic yards, extending to a depth of 10 feet or greater, into moderate sensitivity formations could result in significant impacts to paleontological resources.	Mitigation Measure **PALEO 6.6-1** as described in Section 6.6, Paleontological Resources.	**Discretionary Projects** Less than Significant with Mitigation **Ministerial Projects** **Significant and Unavoidable**
Visual Effects and Neighborhood Character			
Would the proposed project result in a substantial obstruction of a vista or scenic view from a public viewing area as identified in the community plan?	Within the Linda Vista portion of the Specific Plan area, height limits would be increased from 30 feet up to 45 feet without a discretionary permit that would have the potential to alter views of the Presidio, and Mission Bay and the Pacific Ocean. Additionally, adoption of the TODEP could result in significant impacts related to public scenic views as the program would facilitate new development in certain areas that could achieve heights up to 65 or 100 feet. Thus, potential impacts related to public views associated with build-out of Specific Plan land uses within the Linda Vista portion of the Specific Plan area including implementation of the TODEP would be significant.	None Identified	**Significant and Unavoidable**
Would the proposed project result in a substantial alteration (e.g. bulk, scale materials or style) to the existing or planned (adopted) character of the area?	The increase in allowable densities and height within the Linda Vista portion of the Specific Plan area, specifically around the existing and planned transit stations within the Morena Station and Tecolote Village districts, could alter the existing neighborhood character of the area and result in an increase in the bulk of buildings compared to the existing condition. Additionally, future development under the TODEP could further alter neighborhood character due to increased heights and	None Identified	**Significant and Unavoidable**

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	density compared to the existing condition. Impacts would be significant.		
Would the proposed project result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the community plan?	There are no distinctive or landmark tree(s) or any stand of mature trees identified within the Specific Plan area that would qualify for protection under City Council Policy 900-19. No impact would occur.	None Required	No Impact
Would the proposed project result in a substantial change in the existing landform?	Existing canyons and slopes adjacent to the Specific Plan area are not proposed for development and would not be impacted. Future development is not anticipated to require substantial landform alteration since the Specific Plan area is generally flat and nearly fully developed with urban uses. The Specific Plan includes policies to ensure development is sensitive to the existing landform. Therefore, impacts related to landform alteration would be less than significant.	None Required	Less than Significant
Would the proposed project create substantial light or glare which would adversely affect daytime or nighttime views in the area?	The Specific Plan area is largely built-out. Sources of light currently include those typical of an urban community, such as building lighting for residential, commercial, and institutional land uses, roadway infrastructure lighting, and signage. Future development under the Specific Plan would introduce residential and non-residential interior and exterior lighting, parking lot lighting, commercial signage lighting, and lamps for streetscape and public recreational areas. Future development would be required to comply with the applicable outdoor lighting regulations of the San Diego Municipal Code (§142.0740 et seq.), Section 142.0730 of the Land Development Code (LDC), and Section 142.0730(b) of the LDC, which would minimize light or glare impacts. Required compliance with these regulations would ensure that the proposed project would not create substantial light or glare which would adversely affect daytime or nighttime views in the area. Impacts would be less than significant.	None Required.	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Greenhouse Gas Emissions			
Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Implementation of the Specific Plan land uses would increase greenhouse gas (GHG) emissions over those of the adopted community plan; however, this increase in GHG is a direct result of the implementation of CAP Strategies and the General Plan's City of Villages Strategy. Increasing residential and commercial density in transit corridors and Community Villages within a Transit Priority Area would support the City of San Diego in achieving the GHG emissions reduction targets of the CAP. Impacts would be less than significant.	None Required	Less than Significant
Would the proposed project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?	The Specific Plan would implement the General Plan's City of Villages Strategy and include policies for the promotion of walkability and bicycle use, polices promoting transit-supportive development, and thus, would be consistent with the CAP and the General Plan. Impacts would be less than significant.	None Required	Less than Significant
Energy			
Would the proposed project develop land uses and patterns that would cause wasteful, inefficient, and unnecessary consumption of energy, or construction of new or retrofitted buildings that would have excessive energy requirements for daily operation?	**Construction-Related Energy Consumption** Implementation of the Specific Plan is not expected to use a substantial component of on-road vehicle or off-road construction equipment fuel use in the region during construction activities, even in the year 2019, when the greatest share of construction-related activities are expected. The amount of fuel needed is consistent with state and regional standards for construction activities of this magnitude. There are no expectations that the proposed project would require any unusual construction activities that are particularly wasteful or inefficient relative to industry standards, or have excessive energy requirements. Impacts would be less than significant. **Transportation Energy Use** The Specific Plan area is within in an urbanized location with access to high-quality public transportation, and per-capita vehicle fuel use is expected to decline when the proposed project becomes operational. The compact form of the proposed	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	project and the prevalence of alternative transportation options help keep vehicle trips short and efficient relative to projects in less urbanized areas. Operation of the proposed project therefore would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of energy. Impacts would be less than significant. **Building Energy Use** Implementation of the Specific Plan would result in the replacement of existing buildings with new constructions that are more energy efficient when measured per capita or per square foot. There are no features of the proposed project that would use excessive amounts of energy or would create unnecessary energy waste. The operation of the proposed project therefore would not create buildings that would have excessive energy requirements. Impacts would be less than significant.		
Health and Safety			
Would implementation of the proposed project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Development that may occur under the Specific Plan within or adjacent to the designated Very High Fire Hazard Severity Zone area could potentially result in significant impacts related to wildfire hazards; however, any development that occurs within the Specific Plan area would be subject to applicable State and City regulatory requirements related to fire hazards and prevention. These requirements would be implemented on a project level, as individual projects are processed under the Specific Plan to ensure fire prevention/protection design elements are included consistent with regulatory standards. Future development proposals would be reviewed for compliance with all Land Development Code and City Fire Code requirements aimed at ensuring the protection of people or structures from potential wildland fire hazards, including brush management regulations. Impacts due to wildland fires would be	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	less than significant.		
Would implementation of the proposed project result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?	Implementation of the Specific Plan could result in hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school. However, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable federal and state requirements and regulations. Current City, state, and federal requirements provide a high level of protection from new hazardous uses that may be sited near schools. Impacts to existing or proposed schools due to the release of hazardous materials would be less than significant with adherence to City, state, and federal requirements and regulations.	None Required	Less than Significant
Would implementation of the proposed project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	Implementation of the Specific Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.	None Required	Less than Significant
Would the proposed project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, creates a significant hazard to the public or environment?	Although there are five open Leaking Underground Storage Tank and Cleanup Program sites within the Specific Plan area, there are local, state, and federal regulations and programs in place that minimize the risk to sensitive receptors on or adjacent to hazardous materials sites. Adherence to these regulations would result in less than significant impacts relative to hazardous materials sites.	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Would implementation of the proposed project expose people or structures to a significant risk of loss, injury or death from off-airport aircraft operational accidents?	Although the Specific Plan area is within the AIA Review Area 2 for SDIA and Montgomery Field, implementation of the Specific Plan would not result in impacts related to safety hazards because the Specific Plan area is located outside of any safety compatibility zone for either ALUCP. Additionally, there are no private airports or heliport facilities within or near the Specific Plan area. As a result, the Specific Plan would not result in a significant risk of loss, injury, or death from off-airport aircraft operational accidents. Impacts would be less than significant.	None Required	Less than Significant
HYDROLOGY AND WATER QUALITY			
Would the proposed project result in a substantial increase in impervious surfaces and associated runoff, substantial changes in absorption rates, drainage patterns, or the rate of surface flow or volumes?	All development occurring within the Specific Plan area would be subject to drainage and floodplain regulations in the San Diego Municipal Code, and would be required to adhere to the City's Drainage Design Manual and Storm Water Standards Manual. Therefore, with future development, the volume and rate of overall surface runoff within the Specific Plan area would be likely reduced or at a minimum maintained consistent with existing conditions. Impacts would be less than significant.	None Required	Less than Significant
Would the proposed project result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?	New development occurring within the Specific Plan area would be required to implement Low Impact Development and storm water BMPs into the design of future projects within the Specific Plan area to address the potential for transport of pollutants of concern through either retention or filtration, consistent with the requirements of the MS4 permit for the San Diego region and the City's Storm Water Standards Manual. Implementation of Low Impact Development design and storm water Best Management Practices (BMPs) would reduce the amount of pollutants transported from the Specific Plan area to receiving waters. Compliance with the existing regulatory framework addressing protection of water quality would reduce potential impacts to less than significant.	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
Would the proposed project deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge?	Storm water regulations that encourage infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration. Impacts would be less than significant.	None Required	Less than Significant
Would the proposed project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map or place structures within a 100-year flood hazard area which would impede or redirect flood flows?	Any future development within a mapped 100-year floodplain would be required to comply with the existing regulatory framework addressing development within floodplains including the City's Environmentally Sensitive Lands regulation, floodplain regulations, and Federal Emergency Management Act requirements. Hydrologic analysis would be required to demonstrate that no flood hazard impacts would result from proposed development. With implementation of existing regulatory requirements, impacts would be less than significant.	None Required	Less than Significant
Would the proposed project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Both the San Vicente and El Capitan dams are certified dams with a low risk of dam break to occur. Additionally, emergency action plans are in place in the unlikely event of a dam failure. Therefore, potential adverse impacts associated with flooding as a result of a dam failure is low. Impacts would be less than significant.	None Required	Less than Significant
Would the proposed project be subject to inundation by seiche, tsunami, or mudflow?	Tsunamis, seiches, and mudflows are not considered likely hazards within the Specific Plan area, as there are no mapped tsunami inundation zones or mapped landslides within the Specific Plan area. The Specific Plan area is located on higher ground to the east of Mission Bay and, as such, is not considered to be susceptible to flooding caused by seiches, tsunamis, and mudflows. Impacts would be less than significant.	None Required	Less than Significant
GEOLOGIC CONDITIONS			
Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss,	The Specific Plan would not have direct or indirect significant environmental impacts with respect to geologic hazards because future development would be required to occur in accordance with the San Diego Municipal Code (SDMC) and California	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?	Building Code (CBC). This regulatory framework includes a requirement for site-specific geologic investigations, including fault studies, to identify potential geologic hazards or concerns that would need to be addressed during grading and/or construction of a specific development project. Adherence to the SDMC grading regulations and construction requirements and implementation of the recommendations and standards of the City's Geotechnical Study Requirements would preclude significant impacts related to geologic hazards. Thus, impacts would be less than significant.		
Would the proposed project result in a substantial erosion or loss of topsoil?	The Specific Plan would not have direct or indirect significant environmental impacts with respect to geologic hazards because future development would be required to occur in accordance with the SDMC and CBC. This regulatory framework includes a requirement for site-specific geologic investigations to identify potential geologic hazards or concerns that would need to be addressed during grading and/or construction of a specific development project. Adherence to the SDMC grading regulations and construction requirements and implementation of the recommendations and standards of the City's Geotechnical Study Requirements would preclude significant impacts related to geologic hazards. Impacts would be less than significant.	None Required	Less than Significant
Would the proposed project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	The Specific Plan would not have direct or indirect significant environmental impacts with respect to geologic hazards because future development would be required to occur in accordance with the SDMC and CBC. This regulatory framework includes a requirement for site-specific geologic investigations to identify potential geologic hazards or concerns that would need to be addressed during grading and/or construction of a specific development project. Adherence to the SDMC grading regulations and construction requirements and implementation of the recommendations and standards of the City's	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	Geotechnical Study Requirements would preclude significant impacts related to geologic hazards. Impacts would be less than significant.		
Would the proposed project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	The Specific Plan would not have direct or indirect significant environmental impacts with respect to geologic hazards because future development would be required to occur in accordance with the SDMC and CBC. This regulatory framework includes a requirement for site-specific geologic investigations to identify potential geologic hazards or concerns that would need to be addressed during grading and/or construction of a specific development project. Adherence to the SDMC grading regulations and construction requirements and implementation of the recommendations and standards of the City's Geotechnical Study Requirements would preclude significant impacts related to geologic hazards. Impacts would be less than significant.	None Required	Less than Significant
PUBLIC SERVICES AND FACILITIES			
Would the proposed project promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, parks or other recreational facilities, fire/life safety protection, libraries, or schools), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives?	**Police Protection** The Specific Plan does not propose the construction of new police facilities. As population growth occurs and the need for new facilities is identified, any future construction of police facilities would be subject to a separate environmental review at the time design plans are available. Impacts would be less than significant. **Park and Recreation** There is an existing and projected deficit in population-based parks, which is an adverse impact but not considered significant at the program level. Implementation of the Specific Plan would provide policy support for increasing the acreage of population-based parks. Any future expansion or construction of a new park facility would be subject to separate environmental review at the time design plans are available. Impacts would be less than	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	significant. **Fire/Life Safety Protection** Implementation of the Specific Plan would result in an increase in overall population which could result in a change in fire-rescue response times and a demand for new or expanded facilities. The Citywide study (Citygate Associates 2017) does not identify a need for a new or expanded facility within the Specific Plan communities, and the Specific Plan does not propose any new fire station or fire station expansion. Any future expansion or construction of a new facility would be subject to separate environmental review at the time design plans are available. Impacts would be less than significant. **Libraries** No new or expanded libraries are planned at this time, and the Specific Plan does not propose the construction of library facilities. Development of a new facility would be subject to separate environmental review at the time design plans are available. Impacts would be less than significant. **Schools** Future residential development that occurs in accordance with the proposed Specific Plan would be required to pay school fees as outlined in Government Code Section 65995, Education Code Section 53080, and Senate Bill 50 to mitigate any potential impact on district schools. The City is legally prohibited from imposing any additional mitigation related to school facilities through implementation of Senate Bill 50, and the school district would be responsible for potential expansion or development of new facilities. Impacts would be less than significant.		
PUBLIC UTILITIES			
Would the proposed project use	The Water Supply Assessment that was prepared for the	None Required	Less than

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
excessive amounts of water beyond projected available supplies?	proposed project determined that sufficient water supplies are available to serve the existing and projected demands of the proposed project and future water demands within the Public Utilities Department's service area in normal and dry year forecasts during a 20-year projection. Therefore, water supply is anticipated to be adequate to serve the future demands of build-out of the Specific Plan and potential water supply impacts would be less than significant.		Significant
Would the proposed project promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives?	**Storm Drains** All future development within the Specific Plan area would be required to adhere to applicable storm water regulations, including the evaluation of the capacity of storm drains to accommodate runoff. Additionally, discretionary projects would undergo an evaluation to determine conformance with General Plan and proposed Specific Plan policies, and project-specific review under CEQA. Additionally, San Diego City Council Policy 800-04 requires private land owners/developers to provide and maintain adequate storm water drainage facilities. Site-specific drainage analysis would be required for both ministerial and discretionary projects, ensuring that significant adverse effects to the City's storm water system are avoided and/or necessary system upgrades are installed as part of the project. Adherence to Regional Water Quality Control Board and National Pollutant Discharge Elimination System requirements to manage storm water on-site, as well as adherence to local standards through the SDMC, the City's Storm Water Standards Manual, and the California BMP Handbook would reduce impacts associated with storm drain capacity to less than significant. **Sewer and Water Distribution** Upgrades to sewer and water lines are an ongoing process administered by the Public Works Department and are handled	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
	on project-by-project basis. Because future development within the Specific Plan area would likely increase demand, there may be a need to increase sizing of existing pipelines and mains for both wastewater and water. As future development is proposed, the necessary infrastructure improvements to sewer and water infrastructure would be incorporated as part of standard practice for new development to maintain or improve the existing system to ensure adequate capacity. Additionally, future discretionary projects would be required to undergo project-specific review under CEQA, which would ensure that impacts associated with the installation of sewer and water infrastructure would be avoided. Impacts would be less than significant. **Communications Systems** Given the number of private utility providers available to serve the Specific Plan area, there is capacity to serve the area. As future development is proposed, the necessary infrastructure improvements would be incorporated as part of standard practice and would occur within existing disturbed areas, such as roadways. Any construction of communications systems associated with future development would occur in accordance with the City's permitting processes and construction standards to avoid or minimize impacts on environmentally sensitive habitat areas and landforms through siting, grading or excavation, and erosion. Additionally, future discretionary projects would be required to undergo project-specific review under CEQA that would assure that impacts associated with the installation of communications infrastructure would be avoided. Impacts would be less than significant.		
Would the proposed project result in impacts to solid waste management, including the need for construction of new solid	To ensure that waste generation and recycling efforts during construction and post-construction future land use occupancy and operation (i.e., residential, commercial, industrial, mixed-use, etc.) are addressed, a Waste Management Plan shall be	None Required	Less than Significant

Table S-1 Summary of Significant Environmental Impacts			
Environmental Issue	Results of Impact Analysis	Mitigation	Impact Level After Mitigation
waste infrastructure including organics management, materials recovery facilities, and/or landfills; or result in a land use plan that would not promote the achievement of a 75 percent waste diversion as targeted in AB 341 and the City's Climate Action Plan?	prepared for any project within the Specific Plan area exceeding the threshold of 40,000 square feet or more. Implementation of these Waste Management Plans would ensure that the solid waste impacts associated with future development would be reduced to less than significant. Non-discretionary projects and discretionary projects that would fall below the 60-ton thresholds, would be required to comply with the San Diego Municipal Code sections addressing construction and demolition debris, waste and recyclable materials storage, and recyclable materials (and in the future organic materials) collection. Therefore, at this program level of review, the proposed project would not require increased landfill capacity. Impacts would be less than significant.		

1

Chapter 1.0 Introduction

This draft Program Environmental Impact Report (PEIR) for the proposed Morena Corridor Specific Plan and associated discretionary actions described in Chapter 3, Project Description (collectively referred to throughout this PEIR as the "Specific Plan" or the "proposed project") has been prepared by the City of San Diego (City) in accordance with the California Environmental Quality Act (CEQA) Statute and Guidelines (Public Resources Code [PRC], Section 21000 et seq. and the California Code of Regulations [CCR], Title 14, Section 15000, et seq.) and in accordance with the City's Environmental Impact Report Guidelines (2005) and the City's CEQA Significance Determination Thresholds (2016).

The proposed project analyzed in this PEIR is a comprehensive planning document that provides a policy framework to guide transit-oriented public and private development and multi-modal improvements along Morena Boulevard and adjacent to the existing Morena/Linda Vista Trolley Station and the future Tecolote Road and Clairemont Drive Trolley Stations, consistent with the City's General Plan City of Villages strategy.

The Specific Plan is intended to further express General Plan, Linda Vista Community Plan, and Clairemont Mesa Community Plan policies through the provision of site-specific recommendations that implement Citywide goals and policies, address community needs, and guide zoning in the Linda Vista portion of the Specific Plan area.

In addition to adoption of the Morena Corridor Specific Plan, the following discretionary actions would be required to implement the proposed project and are considered in the environmental analysis contained within this PEIR (collectively referred to as "associated discretionary actions"):

- Amendment to the Linda Vista Community Plan to reflect the proposed land use changes and removal of references to the Community Plan Implementation Overlay Zone (CPIOZ) Regulations;
- Amendment to the Clairemont Mesa Community Plan to reflect proposed mobility changes;

- Amendment to the Land Development Code to remove the Linda Vista Community Plan Implementation Overlay Zone (CPIOZ – Type A);
- Rezone of the Linda Vista Community Plan area portions of the Specific Plan area; and
- Adoption of an Impact Fee Study (IFS) for the Linda Vista community planning area.

1.1 Purpose of the Environmental Impact Report

In accordance with the CEQA Guidelines Section 15121, the purpose of this PEIR is to provide public agency decision-makers and members of the public with detailed information about the potential significant environmental effects of the proposed project, possible ways to minimize its significant effects, and reasonable alternatives that would reduce or avoid any identified significant effects. The PEIR includes recommended mitigation measures, which, when implemented, would lessen project impacts and provide the City, the lead agency as defined in Article 4 of the CEQA Guidelines (Sections 15050 through 15051), with ways to substantially lessen or avoid significant effects of the proposed project on the environment, whenever feasible. Alternatives to the proposed project are presented to evaluate alternative land use scenarios, policies, and/or regulations that would further reduce or avoid significant impacts associated with the proposed project.

1.2 Type of EIR

This document is a PEIR, as defined in Section 15168 of the CEQA Guidelines. A PEIR is prepared for a series of actions that are characterized as one large project through reasons of geography, similar rules or regulations, or where individual activities will occur under the same regulatory process with similar environmental impacts that can be mitigated in similar ways. Because the proposed Morena Corridor Specific Plan includes policies and actions that will apply to future development proposals in the Specific Plan area, and this PEIR includes mitigation measures that will apply to all future projects, a PEIR is appropriate.

In accordance with CEQA Guidelines Section 15168, a PEIR may serve as the Environmental Impact Report (EIR) for subsequent activities or implementing actions, including future development of public and private projects consistent with the Specific Plan, provided it contemplates and adequately analyzes the potential environmental impacts of those subsequent projects. If, in examining future actions for development within the Specific Plan area, the City finds no new effects could occur or no new mitigation measures would be required other than those analyzed and/or required in this PEIR, the City can approve the activity as being within the scope covered by this PEIR and no new environmental documentation would be required. If additional analysis is required, it can be streamlined by tiering from this PEIR pursuant to CEQA Guidelines Sections 15152, 15153, 15168, and 15183 (e.g., through preparation of a Mitigated Negative Declaration, Addendum, or Supplemental or Subsequent EIR).

CEQA Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan, or General Plan policies for which an EIR was certified. The 15183-exemption process typically requires a more detailed environmental analysis than other CEQA statutory and categorical exemptions, however

unlike other exemptions, mitigation may also be required under the 15183-exemption. The 15183-exemption has a number of requirements, but is generally targeted to benefit infill development in transit areas.

Should a project within the Specific Plan area require a discretionary action, Senate Bill 743 (SB 743) provides an exemption from environmental review under CEQA for development that is consistent with a specific plan and eliminates or reduces the need to evaluate aesthetic and parking impacts as part of the environmental review (see PRC Section 21155.4). Future projects that are consistent with the proposed project may be able to rely on this exemption if a development meets all of the following criteria:

- The project is a residential, employment center, or mixed-use project;
- The project is located within a Transit Priority Area (TPA);
- The project is consistent with a specific plan for which an EIR was certified; and
- The project is consistent with an adopted sustainable communities strategy or alternative planning strategy.

The City will conduct an Initial Study or other equivalent analysis for each subsequent project to determine if that subsequent project would meet these criteria for a CEQA exemption. If the analysis finds that the subsequent project meets these criteria, the City must further determine if any of the conditions specified in PRC Section 21166 would occur, including:

- Substantial changes are proposed in the project which will require major revisions of the EIR;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions of the EIR; or
- New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

Further environmental review would be conducted only if any of these conditions would occur as a result of the implementation of the subsequent development project.

1.3 Legal Authority

1.3.1 Lead Agency

The lead agency is "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment" (Guidelines § 15050). The City of San Diego, as the lead agency, has the principal responsibility for approval of the proposed project.

1.3.2 Responsible and Trustee Agencies

California Department of Transportation (Caltrans). The proposed project may affect facilities within the jurisdiction of Caltrans, including Interstate 5 and the ramps at Tecolote Road and Clairemont Drive. Although the proposed project does not include construction permits, Caltrans approval would be required for any encroachments or future construction of facilities in a Caltrans right-of-way.

California Department of Fish and Wildlife (CDFW). CDFW has the authority to reach an Agreement Regarding Proposed Stream or Lake Alteration (Streambed Alteration Agreement) with an agency or private party proposing to alter the bed, banks, or floor of any watercourse/stream, pursuant to Section 1600 et. seq. of the State Fish and Game Code. The purpose of Code Sections 1600 to 1616 is to protect and conserve fish and wildlife resources that could be substantially adversely affected by a substantial diversion or obstruction of the natural flow of, or substantial change or use of, material from the bed, bank, or channel of any river, stream, or lake. CDFW generally evaluates information gathered during preparation of the environmental documentation to determine if it can be used in any permit application. No permits from CDFW are required at this time; however, individual development projects consistent with the proposed project may require review and/or permits in the future.

San Diego County Air Pollution Control District (APCD). The County Board of Supervisors sits on the board of the APCD, which regulates sources of air pollution in the county. This is accomplished through monitoring, engineering, and compliance divisions within the APCD, designed to protect the public from the adverse impacts of polluted air. No permits from the APCD are required at this time. The APCD would be responsible for issuing permits for the construction and operation of future projects.

San Diego Regional Water Quality Control Board (RWQCB). The RWQCB regulates water quality through the federal Clean Water Act (CWA) Section 401 certification process and oversees the National Pollutant Discharge Elimination System (NPDES), Permit No. CAS0109266, which consists of wastewater discharge requirements. No permits from RWQCB are required at this time; however, future individual development projects consistent with the Specific Plan may require review and/or permits in the future.

San Diego County Regional Airport Authority (Airport Authority). The Airport Authority operates the airports and oversees implementation of adopted plans for regional air transportation needs. The Airport Authority also serves as the San Diego County Airport Land Use Commission (ALUC), responsible for land use planning relating to public safety surrounding airports. The proposed project is within the Airport Influence Area (AIA) - Review Area 2 as defined by the Airport Land Use Compatibility Plan (ALUCP) for the San Diego International Airport (SDIA). As a responsible agency, the Airport Authority will need to review this Specific Plan and future development proposals within the Specific Plan area and make a “consistency determination” with the requirements of the ALUCP. No permits from the Airport Authority are required at this time; however, review of the increased height limit proposed as part of the Specific Plan is required. Future projects will be required to be consistent with the SDIA’s ALUCP.

1.4 Notice of Preparation

The scope of analysis for this PEIR was determined by the City as a result of an initial project review and consideration of comments received in response to the Notice of Preparation (NOP) issued on October 7, 2016 (Appendix A). A public scoping meeting was held on October 20, 2016 at the Linda Vista Branch Library located at 2160 Ulric Street. Public outreach for the NOP included distribution using the following methods:

- NOP: Publication on October 7, 2016, San Diego Daily Transcript
- NOP: Posted at the office of the San Diego County Assessor-County Clerk-Recorder.
- NOP: Distributed to 10 state agencies through the Governor's Office of Planning and Research, State Clearinghouse.
- The NOP was available to the public for review at the following web locations:
    - http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml
    - https://www.sandiego.gov/planning/programs/ceqa

Comments received during the NOP public review period from October 7, 2016, to November 7, 2016 are in Appendix A. A total of 10 agencies submitted comments to the NOP; two public comments were received at the scoping meeting held on October 20, 2016. Table 1-1 summarizes the issues identified by the commenting agencies and identifies the sections of this PEIR where the comments are addressed.

Table 1-1 Morena Corridor Specific Plan, NOP Comment Summary				
Commenting Agency	Date	Comment Type	Comment Summary	Issue Addressed In:
California Department of Transportation, District 11	October 7, 2016	Transportation and Circulation	Traffic Study is necessary to determine near- and long-term impacts to transportation facilities.	Section 6.2, Transportation and Circulation
Governor's Office of Planning and Research	October 7, 2016	Administrative	Notes the agencies that the Notice of Preparation was distributed to from the State Clearinghouse.	N/A
Native American Heritage Commission	October 12, 2016	Tribal Cultural Resources	Letter identifies state and federal statutes, including Senate Bill 18 and Assembly Bill 52 requirements, relating to Native American historic properties and resources, and Native American contacts. Provides recommendations for cultural resource assessments.	Section 6.5, Historical and Tribal Cultural Resources
San Diego Archaeological Society	October 12, 2016	Historical Resources	Requests to be included in the distribution of the Draft PEIR with a copy of the cultural resources technical report	Section 6.5, Historical and Tribal Cultural Resources
Department of Toxic Substances Control	October 17, 2016	Health and Safety	Chlorinated compounds were detected in groundwater and soil beneath site. Volatile organic compounds in groundwater are not from off-site sources. Recommends identification of: • Historic hazardous waste release • Known or potentially contaminated soils and threat to humans • Investigations and remediation • Inclusion of risk assessment using current screening levels	Section 6.10, Health and Safety
Rincon Band of Luiseño Indians	October 17, 2016	Tribal Cultural Resources	Comment letter which informs that the project site is not within Luiseño Aboriginal Territory.	Section 6.5, Historical and Tribal Cultural Resources

Table 1-1 Morena Corridor Specific Plan, NOP Comment Summary				
Commenting Agency	Date	Comment Type	Comment Summary	Issue Addressed In:
Scoping Meeting Public Comment	October 20, 2016	Visual Effects and Neighborhood Character, Land Use, and Transportation and Circulation	Address environmental impacts of height limit Parking/traffic concerns from increasing density Address alternative of retaining zoning and height limit	Section 6.1, Land Use; Section 6.2, Transportation and Circulation; Section 6.7, Visual Effects and Neighborhood Character; and Chapter 10, Alternatives
City of San Diego Storm Water Division	November 3, 2016	Hydrology/Water Quality, and Public Utilities	Updated Regulatory Reports: • MS4 permit Order No. R9-2013-0001, as amended by Order No. R9-2015-0001 and Order No. R9-2015-0100; NPDES No. CAS0109266 • City of San Diego Jurisdictional Runoff Management Plan on June 16, 2015 • Collaboration of Water Quality Improvement Plan by watershed management area • Mission Bay Watershed Management Area • San Diego River Watershed Management Area • Storm Water Standards • City Storm Water Management and Discharge Control Ordinance §43.0301 • Watershed Asset Management Plan • Address storm water infrastructure, including capacity, operations, and maintenance. • Document impacts with San Diego River.	Section 6.11, Hydrology/Water Quality Section 6.14, Public Utilities

Table 1-1 Morena Corridor Specific Plan, NOP Comment Summary				
Commenting Agency	Date	Comment Type	Comment Summary	Issue Addressed In:
City of San Diego Storm Water Division (cont.)	November 3, 2016	Hydrology/Water Quality, and Public Utilities	• Impacts to levee and flood flow accommodation • Changes in land use impacts to storm water infrastructure, impacts to Storm Water Inventory	Section 6.11, Hydrology/Water Quality Section 6.14, Public Utilities
Fairfield Residential Company LLC	November 4, 2016	Land Use	Consider Coastal Trailer Villas RV Park property for land use designation of 29 dwelling units per acre (du/ac)	Section 6.1, Land Use
Ziebarth Associates Architecture + Planning	November 4, 2016	Multiple CEQA Analysis Topics	Assess cumulative impact on City of San Diego by conversion of industrial land to Urban Village or other zones. Address increased density impacts and if supportable without roadway modifications – phasing of increased density with certain roadway modifications? Identify which roadway modifications would occur at same time. What is the appropriate village classification for Linda Vista? Analyze potential impacts to traffic and greenhouse gas from assumed density range. Explain height limit and impact of bulk and scale. Identify impact of geological fault zone on development north of Ashton. Analyze three alternative roadway configurations for Morena in Bay Park. Existing with two lanes north and south Two north and one south; and One north and one south.	Section 6.1, Land Use; Section 6.2, Transportation and Circulation; and Section 6.7, Visual Effects and Neighborhood Character. Alternative land use was not analyzed in this PEIR.

Table 1-1 Morena Corridor Specific Plan, NOP Comment Summary				
Commenting Agency	Date	Comment Type	Comment Summary	Issue Addressed In:
Ziebarth Associates Architecture + Planning (cont.)	November 4, 2016	Multiple CEQA Analysis Topics	Analyze alternative land use designation for: Bay Park: Coastal Trailer Villa at Frankfort and Morena as RM2-5 zone Bay Park: Morena Mobile Village at Knoxville and Morena as RM-2-5 zone Analyze alternative of current commercial zoning of 29 du/ac.	Section 6.1, Land Use; Section 6.2, Transportation and Circulation; and Section 6.7, Visual Effects and Neighborhood Character. Alternative land use was not analyzed in this PEIR.
SANDAG	November 7, 2016	Transportation and Circulation	Comments on Smart Growth and requests inclusion of the following: Trolley service (mid-coast trolley extension); Rapid service (Route 28); and High-frequency local bus service (routes 6 and 105). Incorporate Transportation Demand Management Measures as recommended in comments. Consider other design resources from sandag.org/igr.	Section 6.2, Transportation and Circulation; Existing Mobility Element of the City of San Diego General Plan; and Specific Plan Mobility Element

1.5 Scope of this PEIR

The scope of this PEIR was determined by the City's CEQA Significance Determination Thresholds, comments received in response to the NOP, and comments received at the public scoping meeting. Through these scoping activities, the proposed project was determined to have the potential to result in significant environmental impacts to the following subject areas:

- Land Use
- Transportation and Circulation
- Noise
- Air Quality
- Historical and Tribal Cultural Resources
- Paleontological Resources
- Visual Effects and Neighborhood Character
- Greenhouse Gas Emissions
- Energy
- Health and Safety
- Hydrology/Water Quality
- Geologic Conditions
- Public Services and Facilities
- Public Utilities

A brief overview of the content of the various chapters of this PEIR is provided below.

Executive Summary. Provides a summary of this PEIR and a brief description of the proposed project; identifies areas of controversy and issues to be resolved by the decision-makers; and includes a summary table of significant impacts, proposed mitigation measures, and significance of impact after mitigation. A summary of the project alternatives and comparison of the potential impacts of the alternatives with those of the proposed project is also provided.

Chapter 1, Introduction. An overview of the legal authority, purpose, and intended uses of the PEIR, as well as its scope and content.

Chapter 2, Environmental Setting. Provides a description of the proposed project's regional context, location, and existing physical characteristics and land uses within the proposed Specific Plan area. An overview of available public infrastructure and services as well as the Specific Plan's relationship to relevant plans is also provided in this section. The Environmental Setting chapter provides background information relevant to each environmental issue area further addressed in Chapter 6.0.

Chapter 3, Project Description. Provides a detailed discussion of the proposed project, including background, objectives, key features, and environmental design considerations.

Chapter 4, History of Project Changes. Provides a summary of the origin and subsequent revisions of the proposed project throughout the life of the project.

Chapter 5, Regulatory Framework. Provides a summary of the federal, state, regional and local regulations that apply to the proposed project.

Chapter 6, Environmental Analysis. Provides a detailed evaluation of potential environmental impacts associated with the proposed project for several environmental and land use issues. The analysis of each issue begins with a discussion of the existing conditions (or a reference to Chapter 2.0), a statement of specific thresholds used to determine the significance of impacts, followed by an evaluation of potential impacts and identification of specific mitigation measures to avoid, or reduce any significant impacts. Where mitigation measures are required, a statement regarding the significance of the impact after mitigation is provided.

Chapter 7, Effects Found Not to Be Significant. Identifies all of the issues determined not to be significant for the proposed project and briefly summarizes the basis for these determinations.

Chapter 8, Growth Inducement. Evaluates the potential influence the proposed project may have on economic or population growth within the Specific Plan area as well as the region, either directly or indirectly.

Chapter 9 Significant Unavoidable Impacts/Significant Irreversible Environmental Changes. Provides a summary of any significant and unavoidable impacts associated with implementation of the proposed project, describes the potentially significant irreversible changes that may be expected, and addresses the use of nonrenewable resources during implementation of the proposed project.

Chapter 10, Alternatives. Provides a description of alternatives to the proposed project, including the No Project Alternative, Mid-Density Alternative, and Low-Density Alternative.

Chapter 11, References. Lists all of the reference materials cited in the PEIR.

Chapter 12, Individuals and Agencies Consulted. Identifies all of the individuals and agencies contacted during preparation of the PEIR.

1.6 Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this PEIR has referenced several technical studies and reports. Information from these documents has been briefly summarized in the analysis contained in this PEIR. These documents are included in Chapter 11, References and are hereby incorporated by reference. They are available for review at the City's Planning Department, located at 9485 Aero Drive, San Diego, CA 92123. Included within the list of materials incorporated by reference into this PEIR are the following:

City of San Diego General Plan (2008)
City of San Diego Program Environmental Impact Report for the General Plan (Final PEIR) (2008)
City of San Diego Housing Element FY2013–FY2020 (2013)
City of San Diego Municipal Code

1.7 PEIR Process

This draft PEIR is being circulated for public review for 45 days. Interested agencies and members of the public are invited to provide written comments on the PEIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City will review all written comments received and prepare written responses for each. A final PEIR will incorporate the received comments, responses to the comments, and any changes to the PEIR that result from comments. The final PEIR will be presented for potential certification as the environmental document for the project. All persons who comment on the PEIR will be notified of the availability of the final PEIR and the date of the public hearing before the City.

2

Chapter 2.0
Environmental Setting

This section provides a "description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published (October 2016), from both a local and a regional perspective. The environmental setting provides the baseline physical conditions from which the lead agency will determine the significance of environmental impacts resulting from the proposed project."

2.1 Project Location

The Morena Corridor Specific Plan (collectively referred to as the "Specific Plan"; or the "proposed project") area is located northwest of downtown San Diego and to the east of Mission Bay and includes approximately 280 acres along Morena Boulevard and West Morena Boulevard between Gesner Street just north of Clairemont Drive and Friars Road. It is located within the Clairemont Mesa Community Plan area (98 acres) and the Linda Vista Community Plan area (182 acres). The regional location and the vicinity of the Specific Plan area are shown on Figure 2-1.

Interstate 5 (I-5) and the railroad corridor parallel the Specific Plan area and define the western project boundary. To the north and east, the Specific Plan area is shaped by the sloping topography and residential neighborhood of Bay Park in Clairemont Mesa, the University of San Diego (USD), the Overlook Heights neighborhood, and multi-family and student housing in Linda Vista. To the south is the San Diego River and Friars Road, which separate the Specific Plan area from Old Town San Diego.

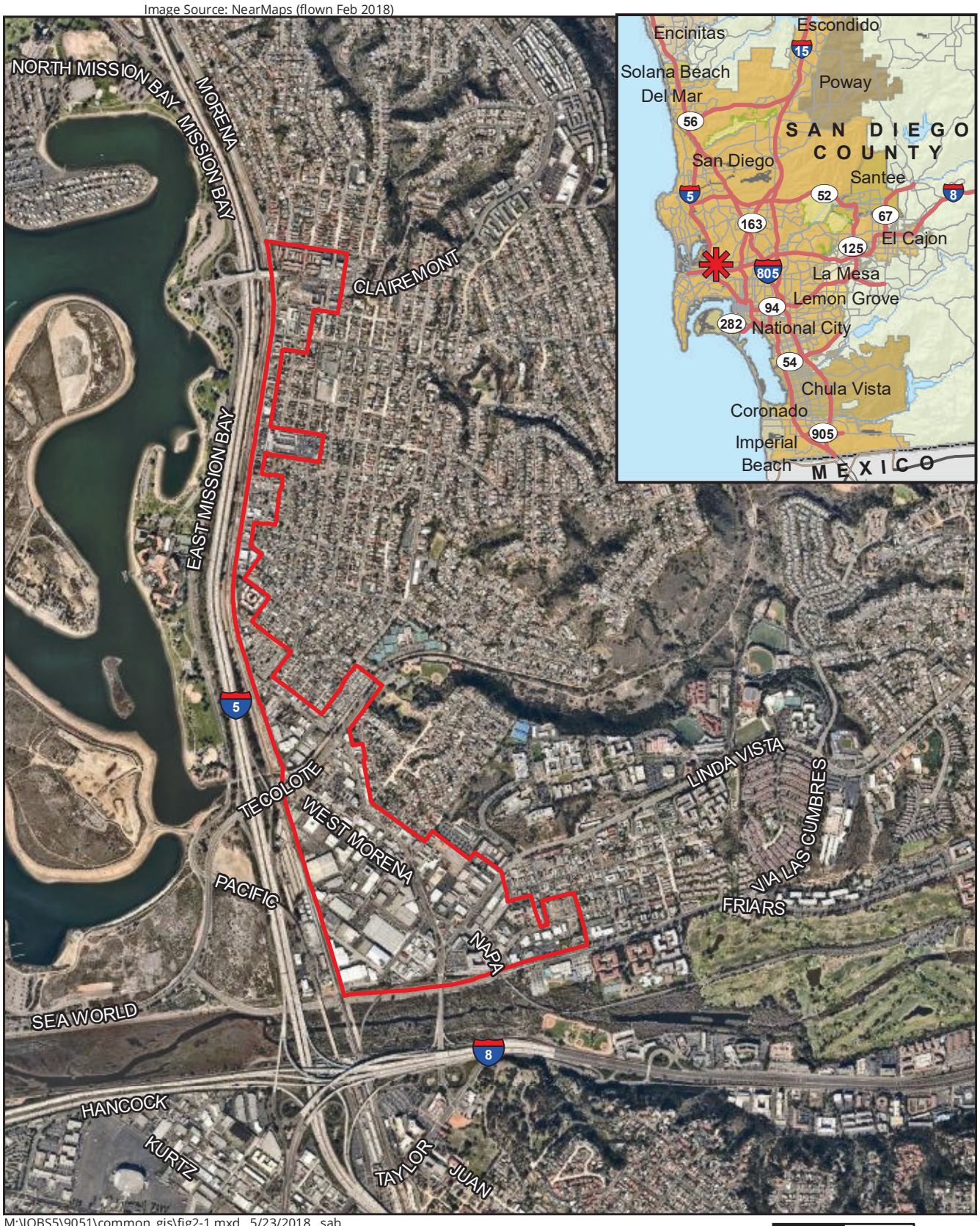


FIGURE 2-1

Regional and Project Location

2.2 Surrounding Land Use

Just east of the Specific Plan area are largely single-family residential neighborhoods. These neighborhoods generally slope upward to an elevation of approximately 200 feet above sea level and are characterized by rolling hills and canyons that define the surrounding neighborhoods of Linda Vista and Clairemont Mesa. South of the Specific Plan area is the San Diego River and the community of Old Town San Diego. Just west of the Specific Plan area is I-5, the railroad corridor, and Mission Bay Park, which includes the bay itself, along with numerous public recreational areas.

2.3 Existing Physical Characteristics

2.3.1 Land Use

The Specific Plan area is predominantly urbanized and developed with limited natural open spaces. The only park within the Specific Plan area is Silver Terrace Park along Friars Road, which provides a small grass area and play equipment. Tecolote Canyon Natural Park and Nature Center is immediately adjacent to the Specific Plan area to the east along Tecolote Road and provides a large recreation area with more opportunities for active sports recreation than are provided at Silver Terrace Park.

Tecolote Creek drains through Tecolote Canyon and crosses the Specific Plan area adjacent to the north edge of Tecolote Road just before draining into Mission Bay. Tecolote Creek also defines the boundary between the Linda Vista Community Plan area and the Clairemont Mesa Community Plan area.

The Specific Plan area includes a mixed pattern of existing development that includes industrial; office and commercial; multi-family and single-family homes; and other public/institutional uses. Two mobile home parks are also located within the Specific Plan area.

Retail and wholesale businesses are common, including home design businesses, specialty goods, food production, and automotive dealers and repairs. Strip commercial and office uses are also present within the Specific Plan area. Light industrial uses are clustered in the southwest portion of the Specific Plan area. Further north, the “village” area within Bay Park between Napier and Aston streets includes restaurants and other businesses that provide a center for the community. Existing institutional uses include the San Diego Police Department (SDPD) Western Division, San Diego County Animal Shelter, San Diego Humane Society, and San Diego Fire-Rescue Station 25. Lots within the Specific Plan area vary in size and shape, with some large, square lots and some extremely narrow, deep lots. Many of the lots are relatively small or irregularly shaped.

The Specific Plan area includes the existing Morena/Linda Vista Trolley Station at Morena Boulevard and Linda Vista Road. Future trolley stations at West Morena Boulevard just south of Tecolote Road and at Morena Boulevard just south of Clairemont Drive will connect Downtown San Diego to the Veterans Hospital; the University of California, San Diego (UCSD); and University Town Center (UTC). The trolley right-of-way and stations within the Specific Plan area will be located along the west side of Morena Boulevard.

The existing land uses within the Specific Plan area are depicted in Figure 2-2.

Existing zoning within the Specific Plan area includes commercial, industrial, and residential zones. Generally, properties along Morena Boulevard from Gesner Street to Tecolote Road are zoned for community-serving commercial uses with a small area zoned for neighborhood-serving commercial uses located along Ashton and Napier streets. Two parcels along Morena Boulevard – one at the intersection of Morena and West Morena boulevards, and one east of Morena Boulevard, adjacent to the north side of Tecolote Creek - are zoned single-family residential. The southern portion of the Specific Plan area along West Morena Boulevard immediately north of Tecolote Road and then the majority of the southwestern corner of the Specific Plan area between the railroad and West Morena Boulevard is zoned for light industrial use except for parcels immediately fronting West Morena Boulevard. There is community-serving commercial zoning primarily located south of Tecolote Road, adjacent to the southern side of West Morena Boulevard, and south along Napa Street, Riley Street, and Gaines Street. Existing zoning within the Specific Plan area is depicted on Figure 2-3.

2.3.1.1 Clairemont Mesa Community Plan

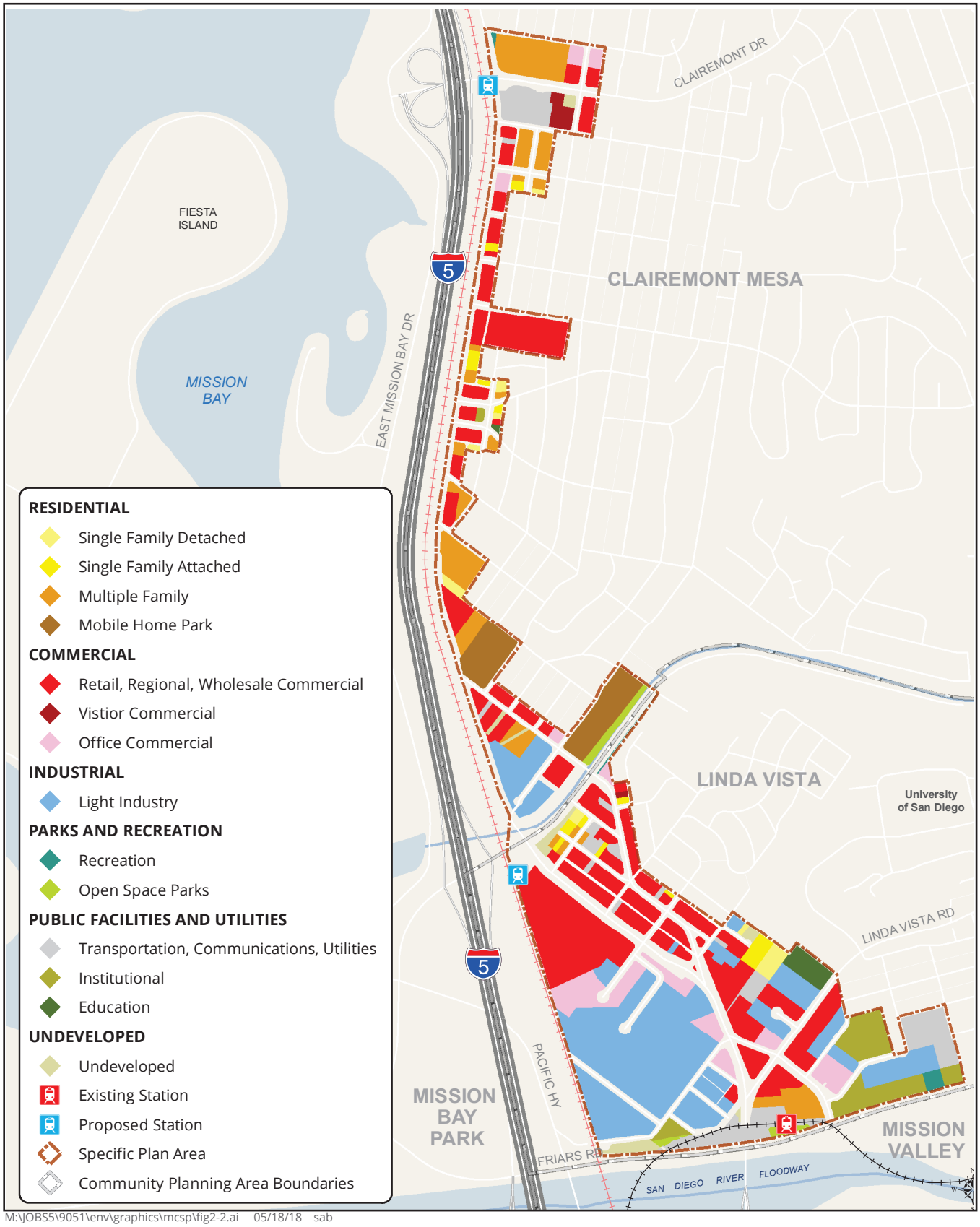
The northern portion of the Specific Plan area, north of Tecolote Road, is located within the southwestern corner of the Clairemont Mesa community planning area. The Clairemont Mesa Community Plan area, encompassing approximately 11 square miles, lies roughly north of Tecolote Road, south of State Route (SR) 52, west of SR-163, and east of I-5.

As shown on Figure 2-2, a variety of land uses are represented in the southwestern portion of the Clairemont Mesa community, including single- and multi-family residential, and some general commercial and light industrial uses, situated primarily along the eastern side of Morena Boulevard. The remaining portions of the Clairemont Mesa community are primarily residential in character with neighborhood and community-serving commercial situated at the intersections of major transportation corridors, such as Clairemont Mesa Boulevard, Genesee Avenue, and Balboa Avenue.

As shown on Figure 2-4, the Clairemont Mesa Community Plan currently designates land within the Specific Plan area as Commercial and Residential along Tecolote Creek. The northern portion of the Specific Plan area, between Clairemont Drive and the West Morena/Morena Boulevard intersection is mostly designated Commercial with small pockets of Residential. There are Industrial uses designated adjacent to the east side of West Morena Boulevard between West Morena Boulevard and Tecolote Road.

The Clairemont Mesa Community Plan was adopted by the City Council on April 27, 1989. The City is currently in the process of updating the Clairemont Mesa Community Plan.

Map Source: SanGIS

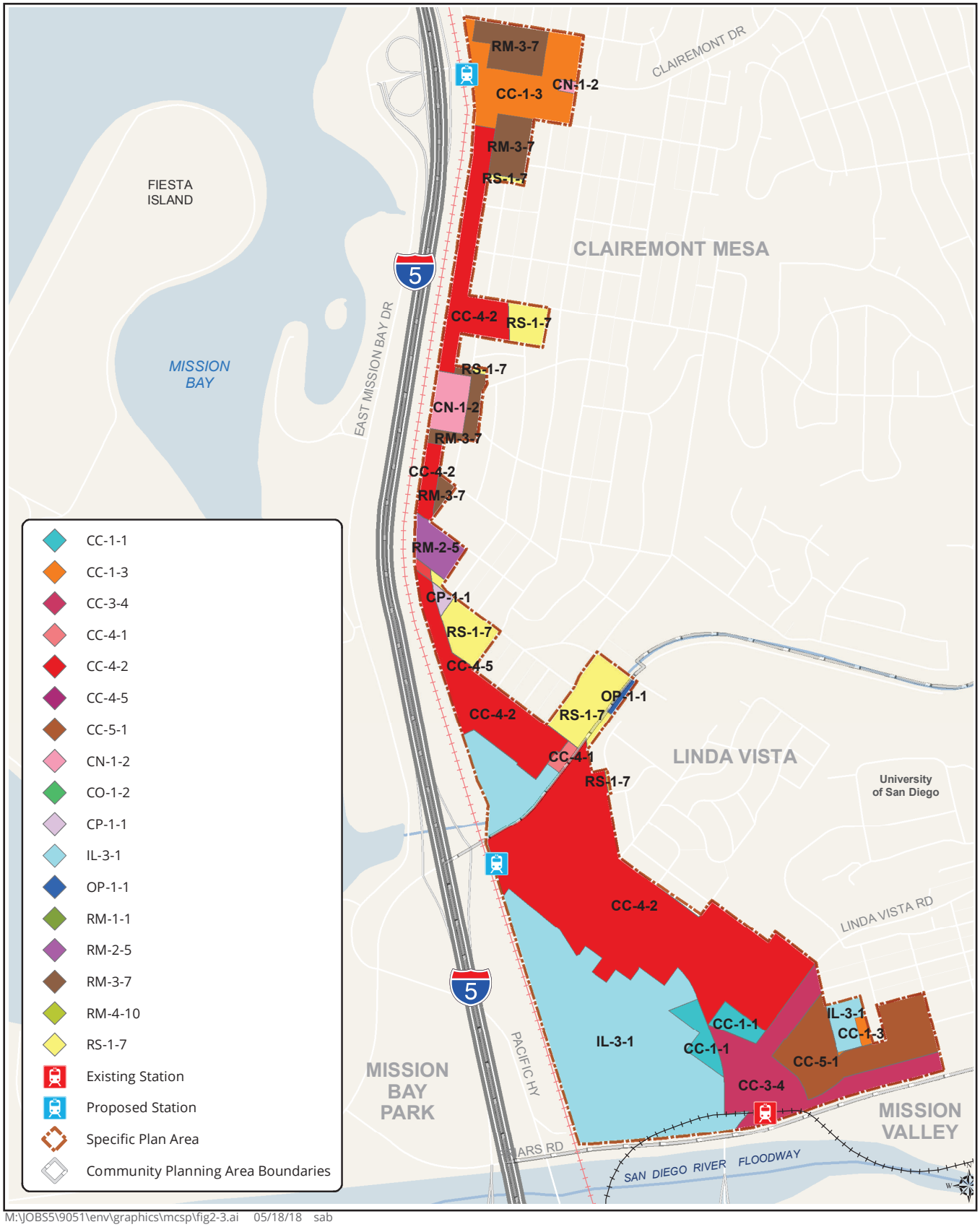


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FIGURE 2-2
Existing Land Use

Map Source: SanGIS

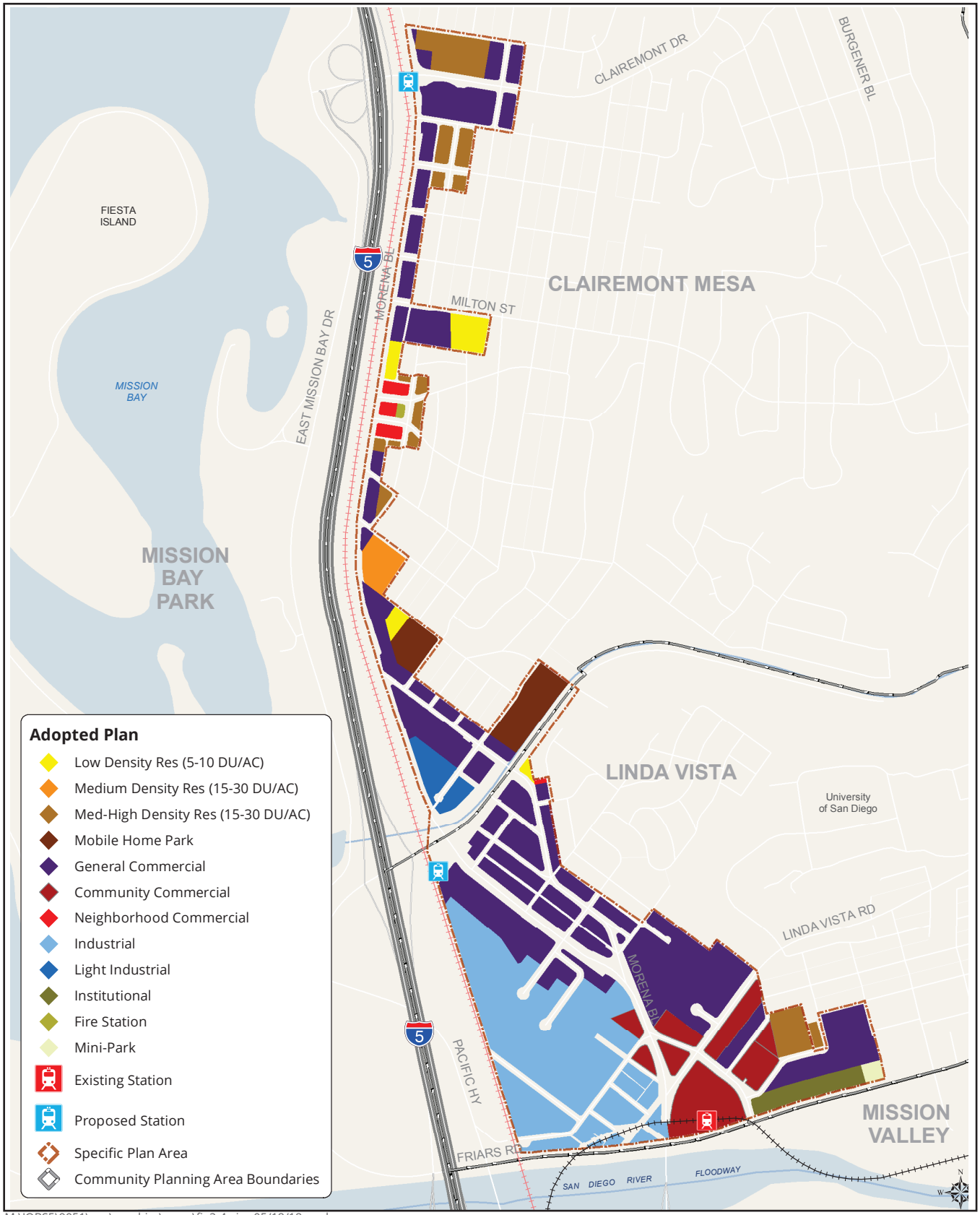


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FIGURE 2-3
Existing Zoning

Map Source: SanGIS



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FIGURE 2-4
Adopted Community Plan Land Use

2.3.1.2 Linda Vista Community Plan

The southern portion of the Specific Plan area, south of Tecolote Road, is located within the western portion of the Linda Vista community planning area. The Linda Vista Community Plan area, encompassing approximately 3.75 square miles, lies roughly north of I-8, south of Tecolote Road and Mesa College Road, west of I-805, and east of I-5.

As shown on Figure 2-2, existing land uses within the Linda Vista portion of the Specific Plan area include light industrial; retail, regional, and wholesale commercial; and some office. Multi-family residential land use is located around the existing trolley stop, with limited areas of residential use elsewhere within the Specific Plan area. Public facility land uses are located in the southeast portion of the Specific Plan area close to the San Diego River.

As shown on Figure 2-4, the Linda Vista Community Plan currently designates the Specific Plan area as Industrial, General Commercial, and Neighborhood Commercial. A large portion of the Specific Plan area to the west and southwest is designated as Industrial with General Commercial and Neighborhood Commercial designations along West Morena Boulevard, Morena Boulevard, Linda Vista Road, and southeast of Linda Vista Road.

The Linda Vista Community Plan was adopted by the City Council on December 1, 1998.

2.3.2 Transportation and Circulation

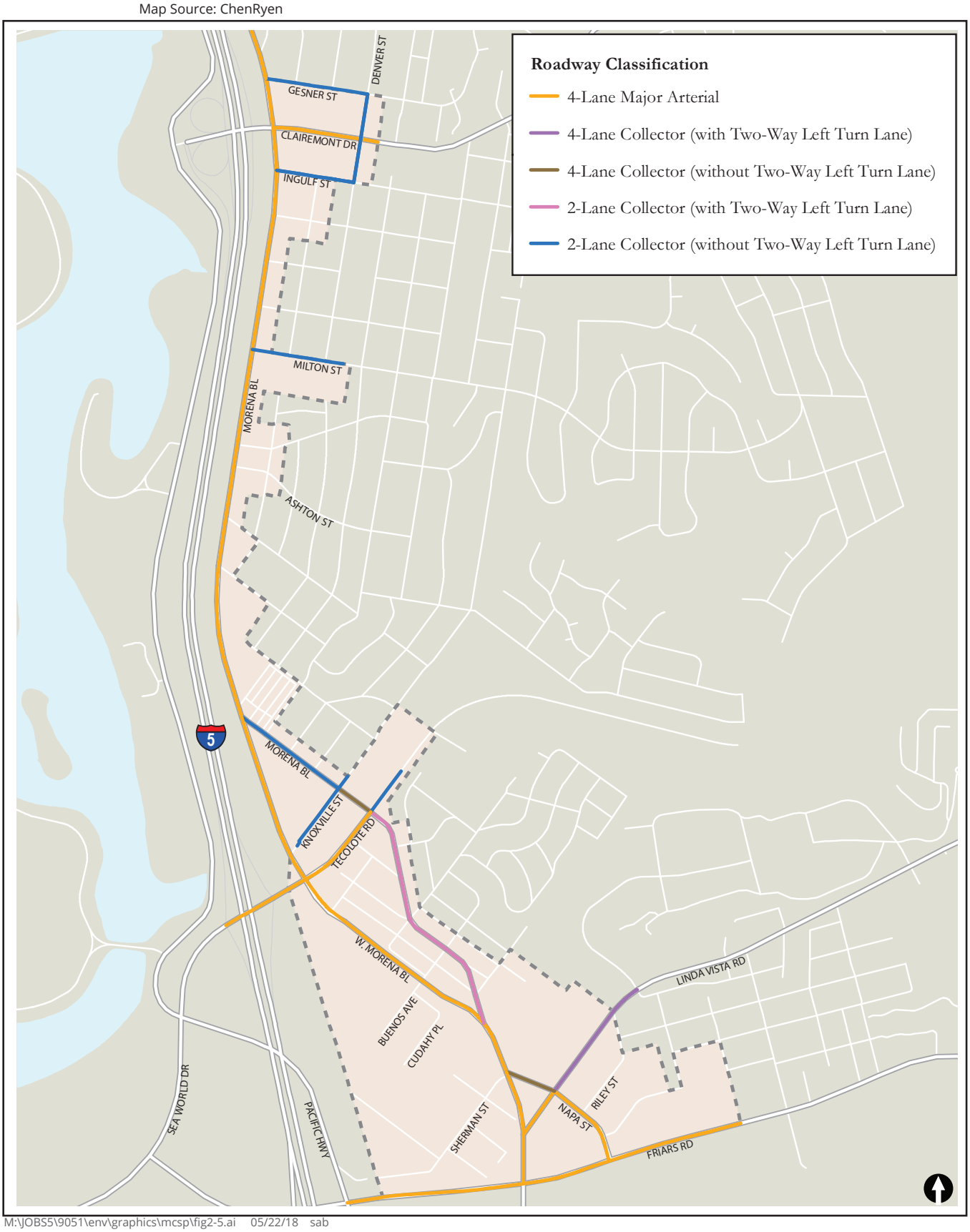
2.3.2.1 Roadways and Access

Morena Boulevard traverses north-south through the entire Specific Plan area. West Morena Boulevard provides a parallel bypass route through part of the Specific Plan area, connecting back to Morena Boulevard on both the north and south.

Major transportation features including the railroad corridor and I-5 on the west, and I-8 and Friars Road on the south, define the border of the Specific Plan area. In addition, Tecolote Road bisects the Specific Plan area and serves as the dividing line between the Clairemont Mesa Community Plan and Linda Vista Community Plan areas. Linda Vista Road and Clairemont Drive are other major roads within the Specific Plan area, which, along with Tecolote Road, are the major east-west routes. Tecolote Road (which turns into Sea World Drive) and Clairemont Drive both provide access over the railroad tracks and I-5 to Mission Bay Park. The existing roadway classifications within the Specific Plan area are shown on Figure 2-5.

Specific conditions associated with each transportation facility applicable to the Specific Plan area are further described in Section 6.2.1 of this PEIR.

Map Source: ChenRyen



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FIGURE 2-5
Existing Roadway Classifications

2.3.2.2 Transit

The City works with the San Diego Metropolitan Transportation System (MTS) to provide public transportation. Existing transit service within the Specific Plan area consists of the Green Line Trolley and local bus routes 44, 50, and 105. A description of each route is provided below.

The Green Line Trolley has one stop in the Specific Plan area, the Morena/Linda Vista Station, located southeast of the Morena Boulevard/Linda Vista Road intersection. The Green Line currently extends from the 12th and Imperial Transit Center in Downtown San Diego to the Santee Town Center Station in the City of Santee. The Green Line provides 15-minute service Mondays through Saturdays, and 30-minute service during the late evenings, Saturday mornings, and Sundays.

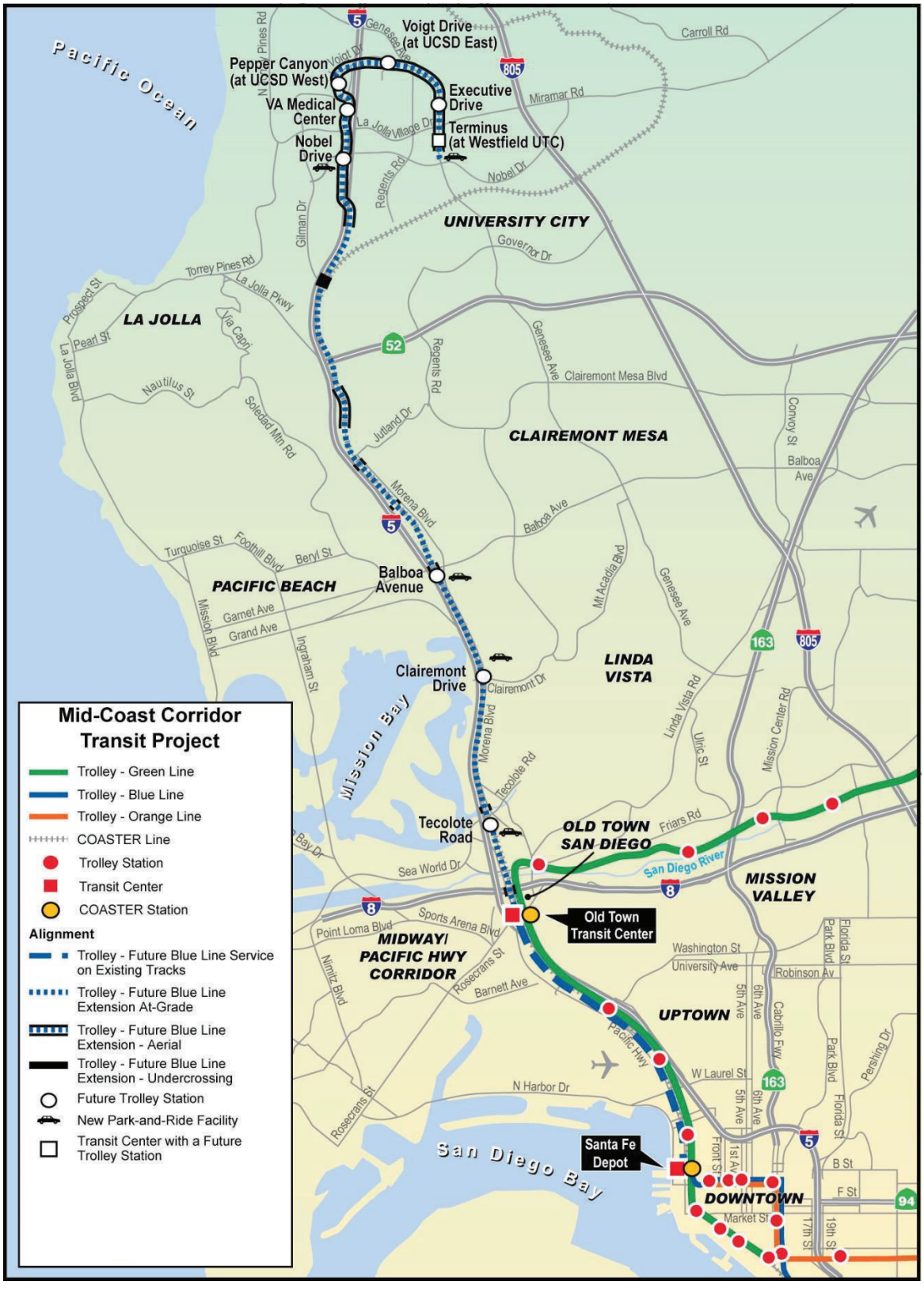
Bus Route 44 provides service between the Old Town Transit Center and Clairemont Square (Clairemont Drive and Clairemont Drive). Route 44 runs along Taylor Street, Morena Boulevard, Linda Vista Road, Mesa College Drive, Stalmer Street, Kearny Mesa Road, Convoy Street, and Clairemont Mesa Boulevard. Service runs from 4:22 a.m. to 12:06 a.m. during weekdays, between 5:52 a.m. and 11:49 p.m. on Saturdays, and between 6:30 a.m. and 10:06 p.m. on Sundays.

Bus Route 50 provides service between Downtown San Diego and the UTC Transit Center. Route 50 runs along 9th Avenue, 10th Avenue, Broadway, Front Street, 1st Street, I-5, Clairemont Drive, Clairemont Mesa Boulevard, and Genesee Avenue. Service runs from 4:56 a.m. to 7:18 p.m. during weekdays. Route 50 does not provide evening or weekend service.

Bus Route 105 provides service between the Old Town Transit Center and UTC Transit Center. Route 105 runs along Traylor Street, Morena Boulevard, Milton Street, Burgener Boulevard, Clairemont Drive, Clairemont Mesa Boulevard, Regents Road, Governor Drive, and Genesee Avenue. Service runs from 5:10 a.m. to 10:32 p.m. during weekdays, between 6:13 a.m. to 8:50 p.m. on Saturdays, and between 6:58 a.m. and 8:50 p.m. on Sundays.

Construction of the Mid-Coast Corridor Transit Project is also underway on the Blue Line Trolley extension, which will provide a new connection between the Old Town Transit Center and University City. The trolley extension will include construction of two new stations within the Specific Plan area with one station located at Tecolote Road and another located at Clairemont Drive, along Morena Boulevard (see Figure 2-6).

Map Source: ChenRyen



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FIGURE 2-6
Mid-Coast Trolley Alignment

2.3.2.3 Bicycle Facilities

A variety of bicycle facilities currently exist within the Specific Plan area, including the following:

- Two-way cycle track runs along the south side of Friars Road, from Sea World Drive and extending east outside of the Specific Plan area.
- A southbound Class II bike lane runs along the west side of Morena Boulevard extending from the northern Specific Plan area boundary to the northern Morena Boulevard/West Morena Boulevard split. The bike lane continues southbound along the west side of West Morena Boulevard until approximately 180 feet north of Vega Street.
- Class II bike lanes run in both directions along Morena Boulevard from Tecolote Road to the southern Specific Plan area boundary.
- Class II bike lanes are present in both directions along Linda Vista Road from Napa Street in the south, extending outside of the Specific Plan area.
- Class II bike lanes are present in both directions along Tecolote Road, from the I-5 northbound ramps to Morena Boulevard where the bike lane continues only in the eastbound direction.
- Napa Street is designated as a Class III bike route from Linda Vista Road to Friars Road; however, no vertical signage or pavement markings were identified.

It should be noted that multiple adopted planning documents identify different recommendations for bicycle facilities within the Specific Plan area. Recommended bicycle improvements within the Specific Plan area are identified in Section 5.2 of this PEIR for each of the following plans: the Linda Vista Community Plan, Clairemont Mesa Community Plan, City of San Diego Bicycle Master Plan, and SANDAG's Riding to 2050: San Diego Regional Bike Plan.

2.3.2.4 Pedestrian Facilities

A variety of sidewalks exist within the Specific Plan area to provide pedestrian connectivity. Existing sidewalks are found along the following roadway segments:

- Gesner Street, from Morena Boulevard to Denver Street – Sidewalks are present along both sides of this segment.
- Clairemont Drive, from the I-5 Northbound ramps to Denver Street – Sidewalks are present along both sides of this segment.
- Ingulf Street, from Morena Boulevard to Denver Street – Sidewalks are present along both sides of this segment.
- Denver Street, from Clairemont Drive to Ingulf Street – Sidewalks are present along both sides of this segment.
- Morena Boulevard, from Gesner Street to Ingulf Street – A sidewalk is present along the east side of this segment.

- Morena Boulevard, from Ingulf Street to Milton Street – Sidewalks are present along both sides of this segment.
- Morena Boulevard, from Milton Street to Ashton Street - A sidewalk is present along the east side of this segment.
- Morena Boulevard, from Ashton Street to West Morena Boulevard – Sidewalks are present along both sides of this segment.
- Morena Boulevard, from West Morena Boulevard to Knoxville Street – Sidewalks are present along the north side and intermittent along the south side along this segment.
- Morena Boulevard, from Knoxville Street to Buenos Avenue – Sidewalks are present along both sides of this segment.
- Morena Boulevard, from Buenos Avenue to West Morena Boulevard – Sidewalks are intermittent along both sides of this segment.
- Morena Boulevard, from West Morena Boulevard to Linda Vista Road - Sidewalks are present along both sides of this segment.
- Morena Boulevard, south of Linda Vista Road – A sidewalk is continuously present along the east side of Morena Boulevard. Along the west side, a sidewalk begins at the southern limit of the study area.
- West Morena Boulevard, from Morena Boulevard to Vega Street – An intermittent sidewalk is present along the east side of West Morena Boulevard. Along the west side, a sidewalk is briefly present for approximately 200 feet at the north end of the segment and approximately 140 feet at the south end of the segment.
- West Morena Boulevard, from Vega Street to Morena Boulevard – A sidewalk is present on the south side of West Morena Boulevard. A sidewalk is present on the north side from Vega Street until the frontage road (Dorcas Street). The sidewalk continues along Dorcas Street/Naples Place until the end of the frontage road.
- Napa Street, from Morena Boulevard to Friars Road - Sidewalks are present along both sides of this segment.
- Milton Street, east of Morena Boulevard – Sidewalks are present along both sides of this segment.
- Knoxville Street, from Morena Boulevard to Savannah Street – Sidewalks are present along both sides of this segment.
- Sea World Drive/Tecolote Road, from the I-5 Northbound Ramps to Morena Boulevard – Sidewalks are present along both sides of this segment.
- Buenos Avenue, south of Cudahy Place – Sidewalks are present along both sides of this segment.
- Cudahy Place, east of Buenos Avenue – Sidewalks are intermittent along both sides of this segment.
- Sherman Street, from Morena Boulevard to Grant Street – Sidewalks are intermittent along both sides of this segment.

- Linda Vista Road, from Morena Boulevard to Marian Way – Sidewalks are present along both sides of this segment.
- Riley Street, from Napa Street to Lauretta Street – Sidewalks are almost nonexistent along both sides of this segment.
- Friars Road, west of Napa Street to Colusa Street – Sidewalks are present along both sides of this segment.

2.3.3 Noise

Existing conditions related to the noise environment are included in Section 6.3.1 of the PEIR. The following background information provides additional context related to evaluating the noise environment.

2.3.3.1 Existing Noise Environment

Noise sensitive receptors are land uses for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common noise sensitive uses include: residences, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space. Existing noise sources in the Specific Plan area include motor vehicle and stationary sources. Stationary noise sources include industrial and commercial operations. Noise from these sources can conflict with existing noise sensitive receptors.

2.3.3.2 Fundamentals of Noise

Sound propagation (i.e., the passage of sound from a noise source to a receiver) is influenced by several factors including the distance from the source, geometric spreading, ground absorption and atmospheric effects, as well as shielding by natural and/or manmade features. Noise is defined as unwanted or disturbing sound.

The noise descriptors used in the environmental analysis (Chapter 6.0) are the decibel (dB), A-weighted decibel [dB(A)], 1-hour average-equivalent noise level (L_{eq}), and the community noise equivalent level (CNEL). The hourly equivalent sound level (L_{eq}) is the average dB(A) sound level over a 1-hour period. A-weighting is a frequency correction that often correlates well with the subjective response of humans to noise. Similar to L_{eq}, the CNEL is a 24-hour average A-weighted decibel sound level. However, the CNEL also incorporates a 5 dB(A) penalty to sound levels occurring between 7:00 p.m. and 10:00 p.m., and 10 dB(A) penalty to sound levels occurring between 10:00 p.m. and 7:00 a.m. The additional 5 dB(A) and 10 dB(A) penalties during evening and nighttime hours, respectively, are intended to account for the added sensitivity of humans to noise during these time periods. For example, although a noise level of 60 dB(A) is typically considered acceptable during the day, during rest hours that same 60 dB(A) noise level may be considered a nuisance. CNEL values are typically used in land use planning to evaluate the compatibility of adjacent land uses.

The subsections below further describe elements and measures of noise.

a. Frequency and Hertz

A continuous sound can be described by its frequency (pitch) and its amplitude (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch, like the low notes on a piano, whereas high-frequency sounds are high in pitch, like the high notes on a piano. Frequency is expressed in terms of oscillations, or cycles, per second. Cycles per second are commonly referred to as Hertz (Hz). High frequencies are sometimes more conveniently expressed in units of kilo-Hertz (kHz) or thousands of Hertz. The extreme range of frequencies that can be heard by the healthiest human ear spans from 16 to 20 Hz on the low end to about 20,000 Hz (or 20 kHz) on the high end.

b. Sound Pressure Levels and Decibels

The amplitude of a sound determines its loudness. Loudness of sound increases and decreases with its amplitude. Sound pressure levels are described in units called decibels. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease.

c. A-weighted Decibels

The human ear is not equally sensitive to all frequencies within the sound spectrum. Human hearing is limited not only in the range of audible frequencies but also in the way it perceives the sound in that range. In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, and it perceives a sound within that range as more intense than a sound of higher or lower frequency with the same magnitude. To approximate the frequency response of the human ear, a series of sound level adjustments is usually applied to the sound measured by a sound level meter.

The A-scale weighting network approximates the frequency response of the average healthy ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Noise levels for traffic noise reports are typically reported in terms of dB(A). All sound levels discussed in the PEIR analysis (Chapter 6.0) are A-weighted. Examples of typical noise levels for common indoor and outdoor activities are depicted in Table 2-1.

Under controlled conditions in an acoustics laboratory, the trained, healthy human ear is able to discern changes in sound levels of 1.5 dB(A) under certain conditions. Outside such controlled conditions, the average healthy ear can barely perceive a change of 3 dB(A); a change of 5 dB(A) is readily perceptible; and an increase (decrease) of 10 dB(A) sounds twice (half) as loud.

Table 2-1 Typical Sound Levels in the Environment and Industry		
Common Outdoor Activities	Noise Level [dB(A)]	Common Indoor Activities
—	110	Rock band
Jet fly over at 300 meters (1,000 feet)	100	—
Gas lawn mower at 1 meter (3 feet)	90	—
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 mph)	80	Food blender at 1 meter (3 feet) Garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime Gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area Heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quiet urban daytime	50	Large business office Dishwasher next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural nighttime	20	Bedroom at night, concert hall (background)
—	10	Broadcast/recording studio
Lowest threshold of human hearting	0	Lowest threshold of human hearting
SOURCE: Caltrans 2013. dB(A) = A-weighted decibel; mph = miles per hour		

d. Noise Descriptors

The two noise metrics used in the analysis (see Chapter 6.0) are the L_{eq} and the CNEL.

Equivalent Noise level

The L_{eq} is also referred to as the time-average sound level. It is the equivalent steady state sound level, which in a stated period of time would contain the same acoustical energy as the time-varying sound level during the same time period. The period of time averaging may be specified; $L_{eq}(3)$ would be a three-hour average. When no period of time is specified, a one-hour average is assumed. The one-hour A-weighted equivalent sound level is the energy average of the A-weighted sound levels occurring during a one-hour period. It is important to understand that noise of short duration, that is, times substantially less than the averaging period, is averaged into ambient noise during the period of interest. Thus, a loud noise lasting many seconds or a few minutes may have minimal effect on the measured sound level averaged over a one-hour period.

Community Noise Equivalent Level

People are generally more sensitive and annoyed by noise occurring during the evening and nighttime hours. Thus, the CNEL was introduced. The CNEL scale represents a time-weighted 24-hour average noise level based on the A-weighted sound level. CNEL accounts for the increased

noise sensitivity during the evening (7:00 p.m. to 10:00 p.m.) and nighttime hours (10:00 p.m. to 7:00 a.m.) by adding 5 and 10 decibels, respectively, to the average sound levels occurring during these hours.

2.3.3.3 Vibration

Groundborne vibration consists of oscillatory waves that propagate from the source through the ground to adjacent structures. The frequency of a vibrating object describes how rapidly it is oscillating. The number of cycles per second of oscillation is the vibration frequency, which is described in terms of hertz. The normal frequency range of most groundborne vibration that can be felt generally ranges from a low frequency of less than 1 Hz to a high of about 200 Hz.

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings caused by construction activities may be perceived as motion of building surfaces or rattling of windows, items on shelves, and pictures hanging on walls. Vibration of building components can also take the form of an audible low-frequency rumbling noise, which is referred to as groundborne noise.

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations reduce much more rapidly than low frequencies, so that low frequencies tend to dominate the spectrum at large distances from the source. When vibration encounters a building, the overall vibration level is typically reduced; however, under certain circumstances, vibration can be amplified due to structural resonances of the floors and walls.

Vibration levels are usually expressed as a single-number measure of vibration magnitude, in terms of velocity or acceleration, which describes the severity of the vibration without the frequency variable. The peak particle velocity (PPV) is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in inches per second. Since it is related to the stresses that are experienced by buildings, PPV is often used in the monitoring of blasting vibration. Although PPV is appropriate for evaluating the potential of building damage, it is not suitable for evaluating human response since it takes some time for the human body to respond to vibrations.

2.3.4 Air Quality

The Specific Plan area is located within the San Diego Air Basin (SDAB) of the San Diego Air Pollution Control District (APCD). Air quality conditions and the local climate are described in this section.

2.3.4.1 Climate

The San Diego region, including the Specific Plan area, is influenced by proximity to the Pacific Ocean and semi-permanent high-pressure systems that result in warm, dry summers and mild, occasionally wet winters. The Specific Plan area is subject to frequent offshore breezes. The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which

produces the prevailing westerly to northwesterly winds blowing pollutants away from the coast toward inland areas.

The Specific Plan area, like the rest of San Diego County's coastal areas, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The mean annual temperature at the San Diego International Airport, recorded near the Specific Plan area, is 63 degrees Fahrenheit (°F). The average annual precipitation for the area is approximately 10 inches, falling primarily from November to April. Winter mean low temperatures average 49°F, and summer mean high temperatures average 74°F based on the measurements taken at the San Diego International Airport.

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than what occurs at the base of the coastal mountain range.

Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone interacting with the daily local cycle produce periodic temperature inversions that influence the dispersal or containment of air pollutants in the SDAB. Beneath the inversion layer pollutants become "trapped" as their ability to disperse diminishes. The mixing depth is the area under the inversion layer. Generally, the morning inversion layer is lower than the afternoon inversion layer. The greater the change between the morning and afternoon mixing depths, the greater the ability of the atmosphere to disperse pollutants.

Throughout the year, the height of the temperature inversion in the afternoon varies between approximately 1,500 and 2,500 feet above mean sea level (MSL). In winter, the morning inversion layer is about 800 feet above MSL. In summer, the morning inversion layer is about 1,100 feet above MSL. Therefore, air quality generally tends to be better in the winter than in the summer.

The prevailing westerly wind pattern is sometimes interrupted by regional "Santa Ana" conditions. A Santa Ana occurs when a strong high pressure system develops over the Nevada to Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea.

Strong Santa Ana winds tend to blow pollutants out over the ocean, producing clear days. However, at the onset or during breakdown of these conditions or if the Santa Ana is weak, local air quality may be adversely affected. In these cases, emissions from the South Coast Air Basin to the north are blown out over the ocean, and low pressure over Baja California draws this pollutant-laden air mass southward. As the high pressure weakens, prevailing northwesterly winds reassert themselves and send this cloud of contamination ashore in the SDAB. When this event does occur, the combination of transported and locally produced contaminants produce the worst air quality measurements recorded in the basin.

2.3.4.2 Existing Air Quality

Air quality at a particular location is a function of the kinds, amounts, and dispersal rates of pollutants being emitted into the air locally and throughout the basin. The major factors affecting

pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the California Air Resources Board (CARB) or federal standards set by the U.S. Environmental Protection Agency (U.S. EPA). The San Diego APCD maintains air quality monitoring stations located throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The air quality monitoring station nearest the Specific Plan area is the San Diego–Beardsley Street monitoring station that is located at 1110 Beardsley and monitors the following pollutants: ozone (O_3), nitrogen dioxide (NO_2), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Table 2-2 provides a summary of measurements of O_3, NO_2, PM_{10}, and $PM_{2.5}$ collected at the Beardsley Street monitoring station for the years 2012 through 2016.

Table 2-2
Summary of Air Quality Measurements Recorded at the San Diego–1110 Beardsley Street Monitoring Station

Pollutant/Standard	Year				
	2012	2013	2014	2015	2016
Ozone (O_3)					
Days State 1-hour Standard Exceeded (0.09 ppm)	0	0	0	0	0
Days State 8-hour Standard Exceeded (0.07 ppm)	0	0	1	0	0
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	0	0	0	0	0
Days 2015 Federal 8-hour Standard Exceeded (0.070 ppm)	0	0	2	0	0
Max. 1-hr (ppm)	0.071	0.063	0.093	0.089	0.072
Max. 8-hr (ppm)	0.065	0.053	0.073	0.067	0.061
Nitrogen Dioxide (NO_2)					
Days Federal 1-hour Standard Exceeded (0.10 ppm)	0	0	0	0	0
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Max 1-hr (ppm)	0.065	0.072	0.075	0.062	0.073
Annual Average (ppm)	0.013	0.014	0.013	0.014	--
Particulate matter less than 10 microns in diameter (PM_{10})*					
Measured Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	0	1	0	1	1
Calculated Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	0.0	6.0	0.0	5.7	--
Measured Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0.0	0.0	0.0	0.0	--
Max. Daily ($\mu g/m^3$)	47.0	92.0	41.0	54.0	51.0
State Annual Average ($\mu g/m^3$)	22.2	25.4	23.8	23.2	--
Federal Annual Average ($\mu g/m^3$)	21.8	24.9	23.3	23.0	21.9

Table 2-2
Summary of Air Quality Measurements Recorded at the San Diego–1110 Beardsley Street Monitoring Station

Pollutant/Standard	Year				
	2012	2013	2014	2015	2016
Particulate matter less than 2.5 microns in diameter ($PM_{2.5}$)*					
Measured Days Federal 24-hour Standard Exceeded (35 μg/m^3)	1	1	1	0	0
Calculated Days Federal 24-hour Standard Exceeded (35 μg/m^3)	1.0	1.1	1.0	0.0	--
Max. Daily (μg/m^3)	39.8	37.4	37.2	44.9	34.4
State Annual Average (μg/m^3)	--	10.4	10.2	10.2	--
Federal Annual Average (μg/m^3)	11.0	10.3	10.1	9.3	--

SOURCE: State of California 2018.
ppm = parts per million; μg/m^3 = micrograms per cubic meter
-- = Not available.
*Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

2.3.5 Historical and Tribal Cultural Resources

Historical resources (also referred to as cultural resources) are physical features, both natural and constructed, which reflect past human existence and are of historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance. These resources may include such physical objects and features as archaeological sites and artifacts, buildings, groups of buildings, structures, districts, street furniture, signs, cultural properties, and landscapes. Historical resources in the San Diego region span a timeframe of at least the last 10,000 years and include both the prehistoric and historic periods. For purposes of the PEIR, historical resources consist of historic buildings, structures, objects, or sites; prehistoric and archaeological resources; sacred sites and human remains; and tribal cultural resources determined to be significant or potentially significant under CEQA.

Archaeological resources include prehistoric and historic locations or sites where human actions have resulted in detectable changes to the area. This can include changes in the soil, as well as the presence of physical cultural remains. Archaeological resources can have a surface component, a subsurface component, or both. Historic archaeological resources are those dating after European contact. These resources may include subsurface features such as wells, cisterns, or privies. Other historic archaeological remains include artifact concentrations, building foundations, or remnants of structures.

A tribal cultural resource is defined as a site, feature, place, cultural landscape, sacred place or object, which is of cultural value to a tribe, and is either on or eligible for listing in the national, state or a local historic register, or the lead agency, at its discretion, chooses to treat the resource as a tribal cultural resource (Public Resources Code 21074).

2.3.5.1 Prehistory

The prehistoric cultural sequence in San Diego County is generally composed of three basic periods: the Paleoindian, dating between about 11,500 and 8,500 years ago; the Archaic, lasting from about 8,500 to 1,500 years ago (A.D. 500); and the Late Prehistoric, lasting from about 1,500 years ago to historic contact (i.e., A.D. 500 to 1769).

The Paleoindian period in San Diego County is manifested by the artifacts of the San Dieguito Complex, which consists of well-made scraper planes, choppers, scraping tools, crescentics, elongated bifacial knives, and leaf-shaped points. The San Dieguito Complex is thought to represent an early emphasis on hunting.

The Archaic period is manifested by the cobble and core technology of the La Jollan Complex, and reflects a shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. Along with an economic focus on gathering plant resources, the settlement system appears to have been fairly sedentary. The La Jollan Complex is dominated by rough, cobble-based choppers and scrapers, and slab and basin metates. Large deposits of marine shell at coastal sites suggest the importance of shellfish gathering to the coastal Archaic economy.

The Late Prehistoric period in San Diego County is represented by the Cuyamaca Complex and patterns that suggest the emergence of the enthohistoric Kumeyaay. This period is marked by the appearance of ceramics, small arrow points, and cremation burial practices, as well as by higher population densities and elaborations in social, political, and technological systems. Economic systems diversify and intensify during this period, with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, but effective technological innovations.

The people who lived in what became San Diego County prior to the Spanish invasion are today known as the Kumeyaay. Traditional Kumeyaay territory extended over the southern two-thirds of San Diego County, from Agua Hedionda (south of Carlsbad) south to some 20 miles below Ensenada, Baja California Norte. On the west, their territory started at the Pacific Ocean and extended to the mountains of the Peninsular Range and into the desert just beyond (Cline 1984; Gifford 1931:1-2; Spier 1923:298).

Subsistence focused on gathering plant foods. Acorns are thought to have been the most important dietary staple for the Kumeyaay (e.g., Luomala 1978:600; Spier 1923:334). Seeds from sages, grasses, and other plants were also dietary staples. Hunting contributed to the diet in a minor way. It was focused on small game, primarily rabbits and rodents. These were taken with bow and arrow, throwing stick, or nets. Hunting of large game was somewhat less important in the diet, with deer and bighorn sheep taken on occasion. Large game provided leather and sinew for clothing and crafts.

The Kumeyaay traditionally maintained a territorially associated band structure (Luomala 1978:602; Shipek 1982:297; Gifford 1973:378). The household was the primary social structure and consisted of a married couple together with their unmarried children, married sons and families, and dependent relatives within the father's lineage such as his parents, grandparents, and unmarried

aunts or uncles (May 1975:3). At any one time, the Kumeyaay band usually maintained a main village and several outlying villages (May 1975:4; Shipek 1982:297; Luomala 1978:597). Since the economy was based on intensive utilization of locally available natural resources, these settlements were more or less temporary. Residential units often split into their constituent clans when movement to other areas was necessitated either by seasonal changes or by local overexploitation. A "permanent" village, as recorded by early European explorers, probably consisted of an area that was regularly used by local band members for a large part of the yearly cycle (Luomala 1978:597).

A wide range of tools were made of locally available and imported materials. A simple shoulder-height bow was utilized for hunting. Numerous other flaked stone tools were made including scrapers, choppers, flake-based cutting tools, and biface knives. Preferred stone types were locally available metavolcanics, cherts, and quartz. Obsidian was imported from the deserts to the north and east. Ground stone objects include mortars and pestles typically made of locally available, fine-grained granite. Both portable and bedrock types are known. The Kumeyaay made fine baskets, employing either coiled or twined construction. The Kumeyaay also made pottery, utilizing the paddle-and-anvil technique. Most were a plain brown utility ware called Tizon Brown ware, but some were decorated (Meighan 1954; May 1976, 1978).

A period of historic contact began in San Diego County in the mid-1700s, beginning with the Spanish (1769–1821), followed by the Mexican (1822–1848) and American (starting mid-1800s) homestead systems. One of the hallmarks of the Spanish colonial period was the rancho system. In an attempt to encourage settlement and development of the colonies, large land grants were made by the Spanish to meritorious or well-connected individuals.

2.3.5.2 Historic Period

There are three general eras in California history: the Spanish Colonial, Mexican, and American periods.

a. The Spanish Period (1769 to 1821)

While Juan Rodriguez Cabrillo visited San Diego briefly in 1542, the beginning of the historic period in the San Diego area is generally given as 1769. It was that year that the Royal Presidio of San Diego was founded on a hill overlooking Mission Valley. The Mission San Diego de Alcalá was constructed in its current location five years later. The Spanish Colonial period lasted until 1821 and was characterized by religious and military institutions bringing Spanish culture to the area and attempting to convert the Native American population to Christianity. Mission San Diego was the first mission founded in southern California. Mission San Luis Rey in Oceanside was founded in 1798. Asistencias (chapels) were established at Pala (1816) and Santa Ysabel (1818).

b. The Mexican Period (1821 to 1848)

The Mexican period lasted from 1821, when California became part of Mexico, to 1848, when Mexico ceded California to the United States under the treaty of Guadalupe Hidalgo at the end of the Mexican-American War. Following secularization of the missions in 1834, mission lands were given as large land grants, called ranchos, to Mexican citizens as rewards for service to the government.

The society made a transition from one dominated by the church and the military to a more civilian population, with people living on ranchos or in pueblos. The Pueblo of San Diego was established during this period, and transportation routes were expanded. Cattle ranching prevailed over agricultural activities.

c. The American Period (1848 to the Present)

The American period began in 1848, when California was ceded to the United States. The territory became a state in 1850, and the Americanization of the area developed rapidly. Alonzo Horton's development of New Town San Diego in the modern downtown area focused development away from Old Town San Diego in the second half of the nineteenth century. The Specific Plan area was sparsely developed until after World War II. Large portions of land were subdivided as early as the late 1800s and early 1900s, and a small village began to form around the San Diego College of Letters, which was established in 1887; however, based on aerial photographs, development of the Specific Plan area did not begin in earnest until the early 1950s. Following the bombing at Pearl Harbor, Pacific Beach's proximity to the coast made it a prime location for military encampments, increasing the population by more than 500 percent. Then, in 1945, a $2 million bond issue was passed in order to improve Mission Bay. Mission Bay would eventually become Mission Bay Park, a huge draw for development and tourism in the coming decades. The rate of development continued to progress throughout the twentieth century and by the early 1980s, the area was almost completely built-out.

2.3.6 Paleontological Resources

Paleontology is the science dealing with prehistoric plant and non-human animal life. Paleontological resources (or fossils) typically encompass the remains or traces of hard and resistant materials such as bones, teeth, or shells, although plant materials and occasionally less resistant remains (e.g., tissue or feathers) can also be preserved. The formation of fossils typically involves the rapid burial of plant or animal remains and the formation of casts, molds, or impressions in the associated sediment (which subsequently becomes sedimentary bedrock). Fossil remains can occur within underlying geologic formations on a project site and the potential for fossil remains in a given geologic formation can be predicted based on known fossil occurrences from similar (or correlated) geologic formations in other locations. The assessment of paleontological resource sensitivity for surficial and geologic units is based on the designations derived from Deméré and Walsh (1993) as found in the City's Paleontology Guidelines (City of San Diego 2002).

- High Sensitivity – These formations are known to contain paleontological localities with rare, well-preserved, critical fossil materials. Generally, high-sensitivity formations produce vertebrate fossil remains or are considered to have the potential to produce such remains.
- Moderate Sensitivity – Moderate sensitivity is assigned to formations known to contain paleontological localities and that are judged to have a strong, but often unproven, potential for producing unique fossil remains.
- Low Sensitivity – Low sensitivity is assigned to geologic or surficial formations/materials that, based on their relatively young age and/or high-energy depositional history, are judged unlikely to produce unique fossil remains.

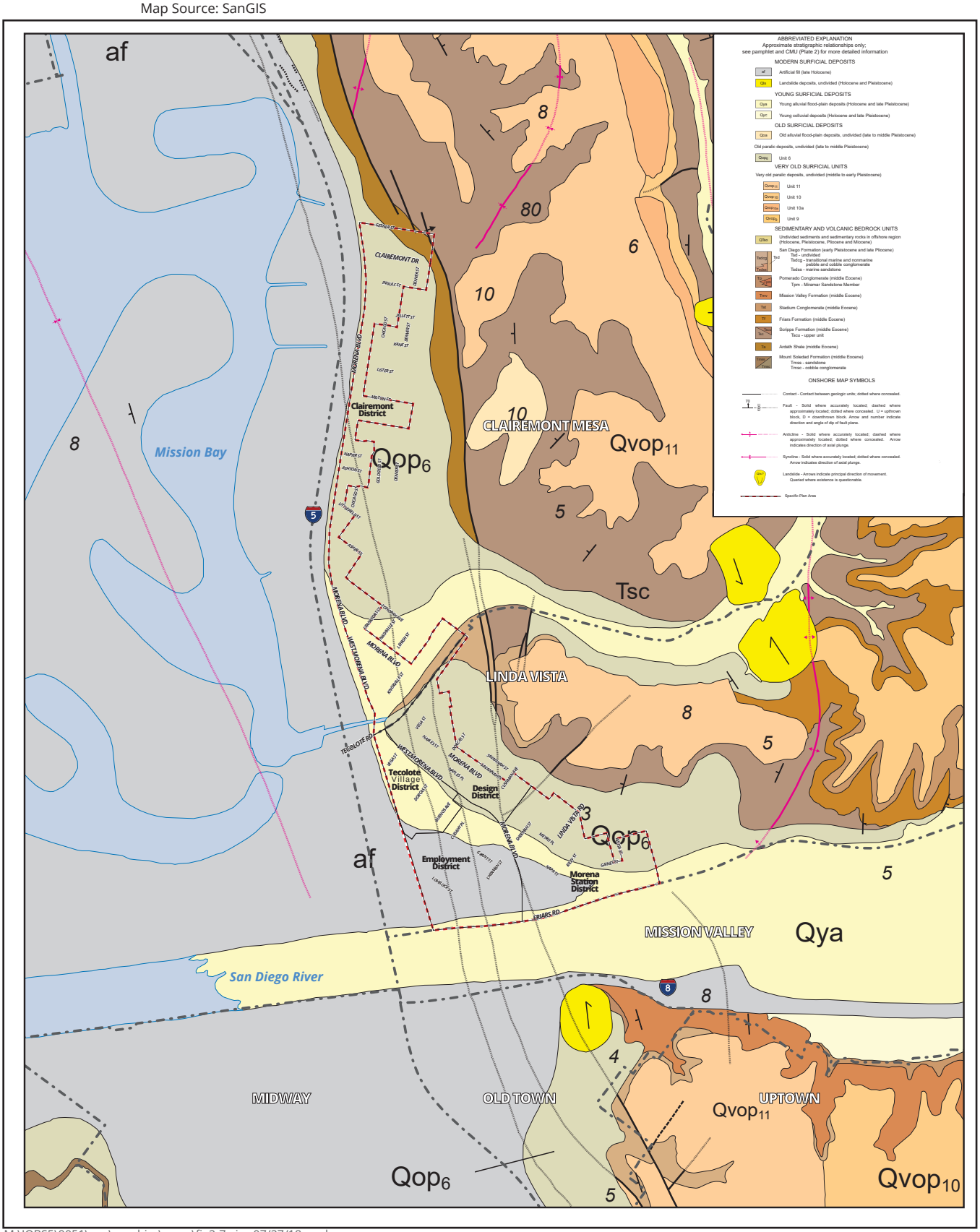
- Zero Sensitivity – These formations consist of volcanic or plutonic igneous rocks with a molten origin (such as basalt or granite), or artificially and/or mechanically-generated materials (such as fill and topsoil), and do not exhibit any potential for producing fossil remains.

Geologic formations within the Specific Plan area and their associated paleontological sensitivity are described below and shown on Figure 2-7. Additional detail regarding these geologic formations is provided in Section 2.3.12, Geologic Conditions.

- **Unnamed Marine Terrace Deposits (Qop_6):** This unit is a component of elevated marine terraces. A large variety of marine vertebrate and invertebrate fossils have been found in these terraces. These occur locally along the entire coast of San Diego, and have a high resource sensitivity. This is the formation that underlies the majority of the northern portion of the Specific Plan area and the majority of the southern portion of the Specific Plan area east of Morena Boulevard and West Morena Boulevard.
- **Ardath Shale (Ta):** The Ardath Shale has yielded diverse and well-preserved assemblages of marine microfossils, macroinvertebrates, and vertebrates. This formation crops out from Soledad Valley in the north to La Jolla, Pacific Beach, and Clairemont Mesa in the south. Because of its production of diverse and well-preserved assemblages of fossils, high resource sensitivity is given to this formation. A small portion of the northeastern most portion of the Specific Plan area is underlain by this formation.
- **Scripps Formation (Tsc):** The Scripps Formation is considered to be potentially fossiliferous almost everywhere it occurs. Most of the fossils known from this formation consist of remains of marine organisms (e.g., bony fishes, sharks, rays, etc.) and land mammals (e.g., rhinoceros and even-toed hoofed animals). Well-preserved pieces of fossil wood have also been recovered from the Scripps Formation. This formation crops out from Presidio Park in the south, north to Del Mar, and from Clairemont Mesa east to the La Jolla Valley. Based on the joint occurrence of marine invertebrate fossils and terrestrial vertebrates, the formation is assigned high resource sensitivity. A very small portion of this formation is located at the northeastern most edge of the Specific Plan area.
- **Young Alluvial Floodplain Deposits (Qya):** Fossils are usually not found in these deposits. Because of their young age, they are assigned low paleontological resource sensitivity. This formation is primarily located in the southern portion of the Specific Plan area, west of West Morena Boulevard, along Friars Road, and along Tecolote Creek.
- **San Diego Formation (Tsd):** The formation has rich fossil beds that have yielded extremely diverse assemblages of marine organisms. In addition, rare remains of terrestrial mammals and fossil wood and leaves have been recovered here. This diverse group of fossils represents one of the most important sources in the world of information on Pliocene marine organisms and environments, and is given high paleontological resource sensitivity. A small area of this formation is located along Tecolote Creek near Tecolote Road.

As shown on Figure 2-7, the westernmost portion of the Specific Plan area along the rail corridor and the southwestern corner of the Specific Plan area, south of Napa Street are underlain by artificial fill.

Map Source: SanGIS



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0 Feet 1600

FIGURE 2-7
Site Geology Map

The City's 2016 CEQA Significance Determination Thresholds provides a matrix identifying geologic deposits/formations/rock units, locations they are typically found in the City, and their associated sensitivity rating. The matrix is provided below in Table 2-3. The table footnotes identify thresholds which when exceeded, trigger a requirement for paleontological monitoring.

Table 2-3
Paleontological Monitoring Determination Matrix

Geological Deposit/Formation/ Rock Unit	Potential Fossil Localities	Sensitivity Rating
Alluvium (Qsw, Qal, or Qls)	All communities where unit occurs	Low
Ardath Shale (Ta)	All communities where unit occurs	High
Bay Point/Marine Terrace (Qbp)[1]	All communities where unit occurs	High
Cabrillo Formation (Kcs)	All communities where unit occurs	Moderate
Delmar Formation (Td)	All communities where unit occurs	High
Friars Formation (Tf)	All communities where unit occurs	High
Granite/Plutonic (Kg)	All communities where unit occurs	Zero
Lindavista Formation (Qln, Qlb)[2]	Mira Mesa/Tierrasanta	High
	All other areas	Moderate
Lusardi Formation (Kl)	Black Mountain Ranch/Lusardi Canyon Poway/Rancho Santa Fe	High
	All other areas	Moderate
Mission Valley Formation (Tmv)	All communities where unit occurs	High
Mt. Soledad Formation (Tmv)	Rose Canyon	High
	All other areas where unit occurs	Moderate
Otay Formation (To)	All communities where unit occurs	High
Point Loma Formation (Kp)	All communities where unit occurs	High
Pomerado Conglomerate (Tp)	Scripps Ranch/Tierrasanta	High
	All other areas	
River/Steam Terrace Deposits (Qt)	South Eastern/Chollas Valleys/ Fairbanks Ranch/Skyline/Paradise Hills/Otay Mesa, Nestor/San Ysidro	Moderate
	All other areas	Low
San Diego Formation (Qsd)	All communities where unit occurs	High
Santiago Peak Volcanics (Jsp) Metasedimentary	Black Mountain Ranch/La Jolla Valley, Fairbanks Ranch/Mira Mesa/ Peñasquitos	Moderate
Santiago Peak Volcanics (Jsp) Metavolcanic	All other areas	Zero
Scripps Formation (Tsd)	All communities where unit occurs	High
Stadium Conglomerate (Tst)	All communities where unit occurs	High
Sweetwater Formation	All communities where unit occurs	High
Torrey Sandstone (Tf)	Black Mountain Ranch/Carmel Valley	High
	All other areas	Low

SOURCE: City of San Diego 2016a.

Sensitivity Rating		Grading Thresholds for Required Monitoring
High	=	>1,000 cubic yards and 10 feet+ deep
Moderate	=	>2,000 cubic yards and 10 feet+ deep
Zero-Low	=	Monitoring not required

[1]Bay Point – Broadly correlative with Qop 1-8 of Kennedy and Tan (2008) new mapping nomenclature.

[2]Lindavista – Broadly correlative with Qvop 1-13 of Kennedy and Tan (2008) new mapping nomenclature.

NOTES:

Monitoring is always required when grading on a fossil recovery site or near a fossil recovery site in the same geologic deposit/formation/rock unit as the project site as indicated on the Kennedy Maps.

Monitoring may be required for shallow grading (i.e., <10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.

Monitoring is not required when grading documented or undocumented artificial fill.

2.3.7 Visual Effects and Neighborhood Character

2.3.7.1 Visual Character

The Specific Plan area is generally urban and built-out. Existing development within the Specific Plan area includes commercial, office, industrial-related structures, multi-family residential, and public and institutional facilities with limited amounts of parks, open space, and vacant land. The Specific Plan area predominantly consists of one- to two-story auto-oriented commercial and industrial uses. Residential uses include a mixture of one- to two-story single-family and multi-family structures. Although the Specific Plan area includes the Morena/Linda Vista Trolley Station, the area surrounding the station is currently auto-oriented, with bicycle infrastructure in the Specific Plan area limited to bike lanes on Linda Vista Road, eastbound Tecolote Road, and Morena Boulevard south of Tecolote Road. The open space areas adjacent to the Specific Plan area include the San Diego River and Tecolote Canyon Natural Park and Nature Center, which lie on the southern and eastern edge of the Specific Plan area, respectively.

2.3.7.2 Landform

As part of the San Diego County coastal plain, the Specific Plan area lies within the Peninsular Ranges, which is generally characterized as a series of northwest-trending mountain ranges and valleys between Baja California and the Santa Monica Mountains. The topography for most of the San Diego coastal metropolitan area consists of westerly sloping coastal plain terraces dissected by westerly flowing streams and rivers, which have incised significant canyons as they flow to the coast.

The Specific Plan area is located at the base of an ascending coastal slope, with current ground surface elevations ranging from approximately 7 feet above MSL near the I-5 overpass at Tecolote Creek to an approximate elevation of 100 feet above MSL at the northeastern corner of the Specific Plan area limits near Clairemont Drive. However, the majority of the site is below an elevation of 40 feet above MSL and is mostly level.

2.3.7.3 Visual Resources and Scenic Vistas/Corridors

Visual assets in the Specific Plan area include its proximity to Mission Bay, Tecolote Canyon Natural Park, and the San Diego River, which are located along the western, southern, and eastern edges of the Specific Plan area. The Clairemont Mesa and the Linda Vista Community Plans do not identify any officially designated scenic viewpoints, landmarks, or corridors in the Specific Plan area, and public views towards scenic resources adjacent to the area are minimal and scattered throughout the community. Most of the public views towards scenic resources are blocked by residential, commercial, or industrial buildings.

2.3.8 Greenhouse Gas Emissions

A number of state and regional greenhouse gas (GHG) inventories have been completed that document the existing conditions related to GHG emissions in the region and locally. The statewide CARB inventory and the City's Climate Action Plan (CAP) inventory are described below. Additionally, emissions associated with the existing Specific Plan land uses were calculated using California Emissions Estimator Model (CalEEMod) and are described below.

2.3.8.1 CARB Inventory

The CARB performs statewide GHG inventories. The inventory is divided into seven broad sectors of economic activity: electricity generation, transportation, industrial, commercial, residential, agriculture and forestry, and not specified which includes chemicals and solvents. CARB also performs inventories based on Scoping Plan categories and Intergovernmental Panel on Climate Change (IPCC) categories, however, the economic sector categories are most applicable at the regional level. Emissions are quantified in million metric tons of carbon dioxide equivalent (MMT CO_2E). Table 2-4 shows the estimated statewide GHG emissions for the years 1990, 2010, and 2015. Although annual GHG inventory data is available for years 2000 through 2015, the years 2010 and 2015 are highlighted in Table 2-4 because 1990 is the baseline year for established reduction targets, 2010 corresponds to the same year for which inventory data for the City is available, and 2015 is the most recent data available.

Table 2-4
California GHG Emissions By Sector in 1990, 2010, and 2015[1]

Sector	1990 Emissions in MMT CO_2E (% total)[1,2]	2010 Emissions in MMT CO_2E (% total)[2,3]	2015 Emissions in MMT CO_2E (% total)[2,3]
Electricity Generation	110.6 (25.9%)	90.6 (20.3%)	84.1 (19.1%)
Transportation	150.7 (35.3%)	168.1 (37.7%)	169.4 (38.5%)
Industrial	103.0 (24.2%)	101.1 (22.7%)	103.0 (23.4%)
Commercial	14.4 (3.4%)	20.1 (4.5%)	22.2 (5.0%)
Residential	29.7 (7.0%)	31.3 (7.0%)	26.9 (6.1%)
Agriculture and Forestry	16.9 (4.0%)	34.6 (7.8%)	34.7 (7.9%)
Not Specified	1.3 (0.3%)	0.3 (0.1%)	0.2 (0.0%)
Total[4]	**426.6**	**446.1**	**440.4**

SOURCE: CARB 2007 and 2017a.
[1]1990 data was obtained from the CARB 2007 source and are based on the IPCC Second Assessment Report Global Warming Potentials (GWPs). The revised calculation, which uses the scientifically updated IPCC Fifth Assessment Report GWPs, is 431 MMT CO_2E.
[2]Percentages may not total 100 due to rounding.
[3]2010 and 2015 data was retrieved from the CARB 2017a source.
[4]Totals may vary due to independent rounding.

As shown in Table 2-4, statewide GHG source emissions totaled approximately 427 MMT CO_2E in 1990, 446 MMT CO_2E in 2010, and 440 MMT CO_2E in 2015. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. As shown, transportation-related emissions consistently contribute to the most GHG emissions.

2.3.8.2 City of San Diego CAP Inventory

A San Diego emissions inventory was prepared for baseline year 2010 as a part of the City's CAP. The total citywide GHG emissions in 2010 were 12,984,993 MT CO_2E. Table 2-5 summarizes the sources and quantities of emissions. The largest source of emissions is transportation, followed by electricity, natural gas, solid waste and wastewater, and water.

Table 2-5
City of San Diego GHG Emissions in 2010

Sector	2010 GHG Emissions (MT CO_2E)
Transportation	7,141,746 (55%)
Electricity	3,116,398 (24%)
Natural Gas	2,077,599 (16%)
Solid Waste and Wastewater	389,550 (3%)
Water	259,700 (2%)
Total	**12,984,993**

SOURCE: City of San Diego 2015.
MT CO_2E = metric tons of carbon dioxide equivalent

2.3.8.3 Morena Corridor Specific Plan Area

The Specific Plan area is currently a source of anthropogenic GHG, with emissions generated by vehicular traffic and by the energy use, water use, and solid waste management practices of existing development. Emissions due to existing development in the Specific Plan area were calculated using CalEEMod. The results are summarized in Table 2-6. As shown, the total annual emissions in the Specific Plan area are 115,089 MT CO_2E, of which vehicles make up 87 percent.

Table 2-6
Specific Plan Area GHG Emissions in 2018

Emission Source	2018 GHG Emissions (MT CO_2E)	Percent of Total
Transportation	100,093	87%
Energy	10,125	9%
Area	285	0%
Water	2,683	3%
Solid Waste and Wastewater	1,904	2%
Total	**115,089**	**100%**

SOURCE: Appendix D

2.3.9 Energy

2.3.9.1 Electricity

Electrical energy is measured in watt-hours (Wh) and derivative units, including kilowatt-hours (kWh, equal to 1,000 Wh), megawatt-hours (MWh, equal to 1 million Wh), and gigawatt-hours (GWh, equal to 1 billion Wh).[1] The City receives electricity from the San Diego Gas & Electric Company (SDG&E), which serves all of San Diego County except for part of the far east end of the county, as well as southern Orange County. SDG&E is an investor-owned utility (IOU) and is the fourth-largest electrical provider in California. Like other IOUs in California, SDG&E only owns a handful of power plants and buys the majority of its electricity from independent power plant operators. Electricity is delivered to individual buildings and facilities from power plants through a network known as the electrical grid. Conventionally, large-scale power plants send electricity along high-voltage power lines known as transmission lines to facilities called substations, which redirect the energy out to individual users through lower-voltage power lines known as distribution lines. In some instances, a large primary substation may send electricity to numerous smaller secondary substations, which distribute the electricity to individual users. The electrical grid in and around the Specific Plan area is owned by SDG&E.

Table 2-7 shows the sources of electricity for SDG&E compared to California at large as of 2016, the most recent year for which data is available.

Table 2-7
San Diego Gas & Electric Company Sources of Electricity (2016)

Electrical source	Percent of SDG&E Electricity	Percent of California Electricity
Renewable	43%	25%
Biomass	1%	2%
Geothermal	0%	4%
Small-scale hydroelectric	0%	2%
Solar	21%	8%
Wind	21%	9%

[1] Energy, especially electrical energy, should not be confused with power. Power is the rate at which energy is generated or used, and is measured in watts (W), or derivate units (kilowatts, megawatts, etc.). It is used when discussing the amount of energy generated or used in a given second. For example, the label on a 10-watt light bulb means that the bulb will constantly draw 10 watts of power throughout the time period that it is on. A 10-watt light bulb left on for an hour will use 10 watt-hours.

Table 2-7 San Diego Gas & Electric Company Sources of Electricity (2016)		
Electrical source	Percent of SDG&E Electricity	Percent of California Electricity
Non-Renewable	57%	75%
Coal	0%	64%
Large-scale hydroelectric	0%	10%
Natural gas	42%	37%
Nuclear	0%	9%
Unspecified*	15%	15%
SOURCES: California Energy Commission, California Total System Power for 2016; San Diego Gas & Electric Company, 2016 Power Content Label. *Electricity from an unspecified source was most likely generated at a natural gas power plant with a comparatively lower efficiency relative to other natural gas facilities.		

The existing buildings and facilities in the Specific Plan area use approximately 35,981,452 kWh annually. Table 2-8 shows the current building electricity use in the Specific Plan area by land use type.

Table 2-8 Existing Building Electricity Use in Specific Plan Area (2018)		
Land Use	Electrical Use (kWh)	Percentage of Electricity
Apartment high-rises	2,604,150	7%
Condominiums and townhouses	175,396	<1%
General light industry	15,650,700	43%
General office buildings	9,160,180	25%
Health club	230,467	1%
Hotel	587,729	2%
Single family housing	1,529,590	4%
Strip mall	6,043,240	17%
Total	**35,981,452**	**100%**
SOURCE: Appendix D		

2.3.9.2 Natural Gas

As with electricity, SDG&E provides natural gas service in the Specific Plan area. SDG&E buys natural gas from various wholesale suppliers and sends it to customers through a network of underground pipes. Transmission pipes are responsible for carrying large volumes of natural gas to a community, while distribution pipes bring the natural gas to individual buildings. SDG&E owns the natural gas network in and around the Specific Plan area. The existing buildings and facilities in the Specific Plan area use approximately 490,974 therms of natural gas each year. Table 2-9 shows the current natural gas use in the Specific Plan area by land use type.

Table 2-9 Existing Natural Gas Use in Specific Plan Area (2018)		
Land Use	Natural Gas Use (therms)	Percentage of Natural Gas
Apartment high-rises	42,997	9%
Condominiums and townhouses	5,843	1%
General light industry	205,110	42%
General office buildings	137,145	28%
Health club	3,020	<1%
Hotel	23,526	5%
Single family housing	63,483	13%
Strip mall	9,850	2%
Total	**490,974**	**100%**
SOURCE: Appendix D		

2.3.9.3 Gasoline and Diesel

Gasoline and diesel are fossil fuels that are widely used as fuel for mobile vehicles. In the United States, gasoline is mostly used for light-duty vehicles and diesel is used for large trucks, mobile construction vehicles, and buses, although there are some light-duty diesel vehicles and a few heavy-duty gasoline vehicles. Gasoline and diesel can also be used for equipment such as lawn mowers and leaf blowers, and diesel is commonly used in backup or portable generators.

2.3.10 Health and Safety

2.3.10.1 Hazardous Materials

A hazardous material is any item or agent (biological, chemical, radiological, and/or physical), which has the potential to cause harm to humans, animals, or the environment, either by itself or through interaction with other factors. Hazardous materials are used for a variety of purposes including service industries, various small businesses, medical uses, schools, and households. Many chemicals used in household cleaning, construction, dry cleaning, film processing, landscaping, and automotive maintenance and repair are considered hazardous. Businesses that handle/generate hazardous materials within the City are monitored by the U.S. EPA. Small quantity hazardous waste generators include facilities such as automotive repair, dry cleaners, and medical offices.

Hazardous materials are substances with certain physical or chemical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Title 22 of the California Code of Regulations (CCR), Division 4.5, Chapter 11, Article 3 groups hazardous materials into the following four categories based on their properties: toxic (causes human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), and reactive (causes explosions or generates toxic gases). Hazardous materials are commonly used in commercial, agricultural, and industrial applications as well as in residential areas to a limited extent.

A hazardous waste is any waste that may (1) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness, or (2) pose a substantial present or potential hazard to human health or the environment due to factors including, but not limited to, carcinogenicity, acute toxicity, chronic toxicity, bio-accumulative properties, or persistence in the environment, when improperly treated, stored, transported, or disposed of, or otherwise managed (California Health and Safety Code [H&SC], Section 25141). Hazardous materials and wastes can result in public health hazards if improperly handled, released into the soil or groundwater, or released into the air through vapors, fumes, or dust.

2.3.10.2 Wildfire Hazards

Extended droughts characteristic of the City's Mediterranean climate result in large areas of dry vegetation, particularly in late summer and fall, when Santa Ana winds blow in from the desert and dry out vegetation. Potential wildfire risk zones within the Specific Plan area are areas that have steep slopes, limited precipitation, and plenty of available vegetation fuel. The Specific Plan area contains approximately six acres of land mapped as a Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire (CAL FIRE) (Figure 2-8) located at the southernmost boundary of the Specific Plan area adjacent to Friars Road and the San Diego River.

2.3.10.3 Emergency Preparedness

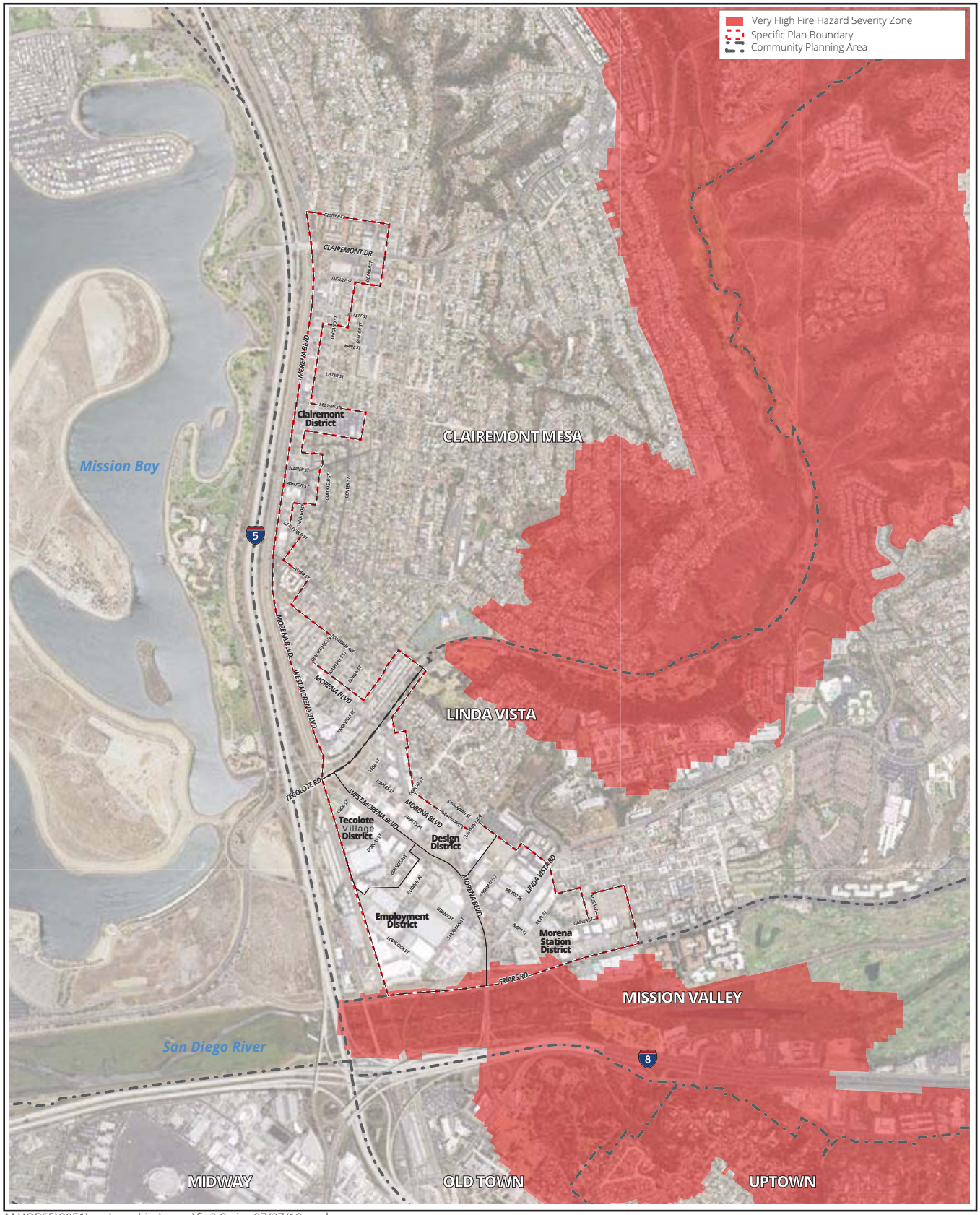
The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. OES is responsible for: notifying appropriate agencies when a disaster occurs, coordinating all responding agencies, ensuring that resources are available and mobilized, developing plans and procedures for response to and recovery from disasters, and developing and providing preparedness materials for the public.

OES staffs the Operational Area Emergency Operations Center, a central facility that provides regional coordinated emergency response, and also acts as staff to the Unified Disaster Council (UDC), its governing body. The UDC, established through a joint powers agreement among all 18 incorporated cities and the County of San Diego, provides for coordination of plans and programs countywide to ensure protection of life and property.

In 2004, the County and 18 local jurisdictions, including the City of San Diego, adopted the Multi-Jurisdictional Hazard Mitigation Plan (MHMP; revised 2017). The MHMP is a countywide plan that identifies risks and ways to minimize damage by natural and man-made disasters. The plan is a comprehensive document that serves many purposes, including creating a decision tool for management, promoting compliance with state and federal program requirements, enhancing local policies for hazard mitigation capability, and providing interjurisdictional coordination.

The City of San Diego's disaster prevention and response activities are conducted in accordance with U.S. Department of Homeland Security Office of Domestic Preparedness requirements and incorporate the functions of planning, training, exercising, and execution. The City's disaster preparedness efforts include oversight of the City's Emergency Operations Center (EOC), including being responsible for maintaining the EOC in a continued state of readiness, training City staff and outside agency representatives in their roles and responsibilities, and coordinating EOC operations when activated in response to an emergency or major event/incident.

Map Source: SanGIS



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FIGURE 2-8
Very High Fire Hazard Severity Zones

2.3.11 Hydrology and Water Quality

The San Diego Regional Water Quality Control Board (RWQCB) region is divided into 11 major hydrologic units (HUs) containing the watersheds of one or more streams. The Specific Plan area lies within two HUs: Peñasquitos and San Diego. The boundary between the two HUs crosses the Specific Plan area just north of Tecolote Creek. The Peñasquitos HU is about 170 square miles in area and is triangular in shape, tapering as it extends inland. The Peñasquitos HU extends on the coast from the City of Del Mar in the north to Mission Bay in the south, and extends inland to the City of Poway (Figure 2-9). There are no major streams in the Peñasquitos HU, but it is drained by several creeks. Much of the Peñasquitos HU is urbanized.

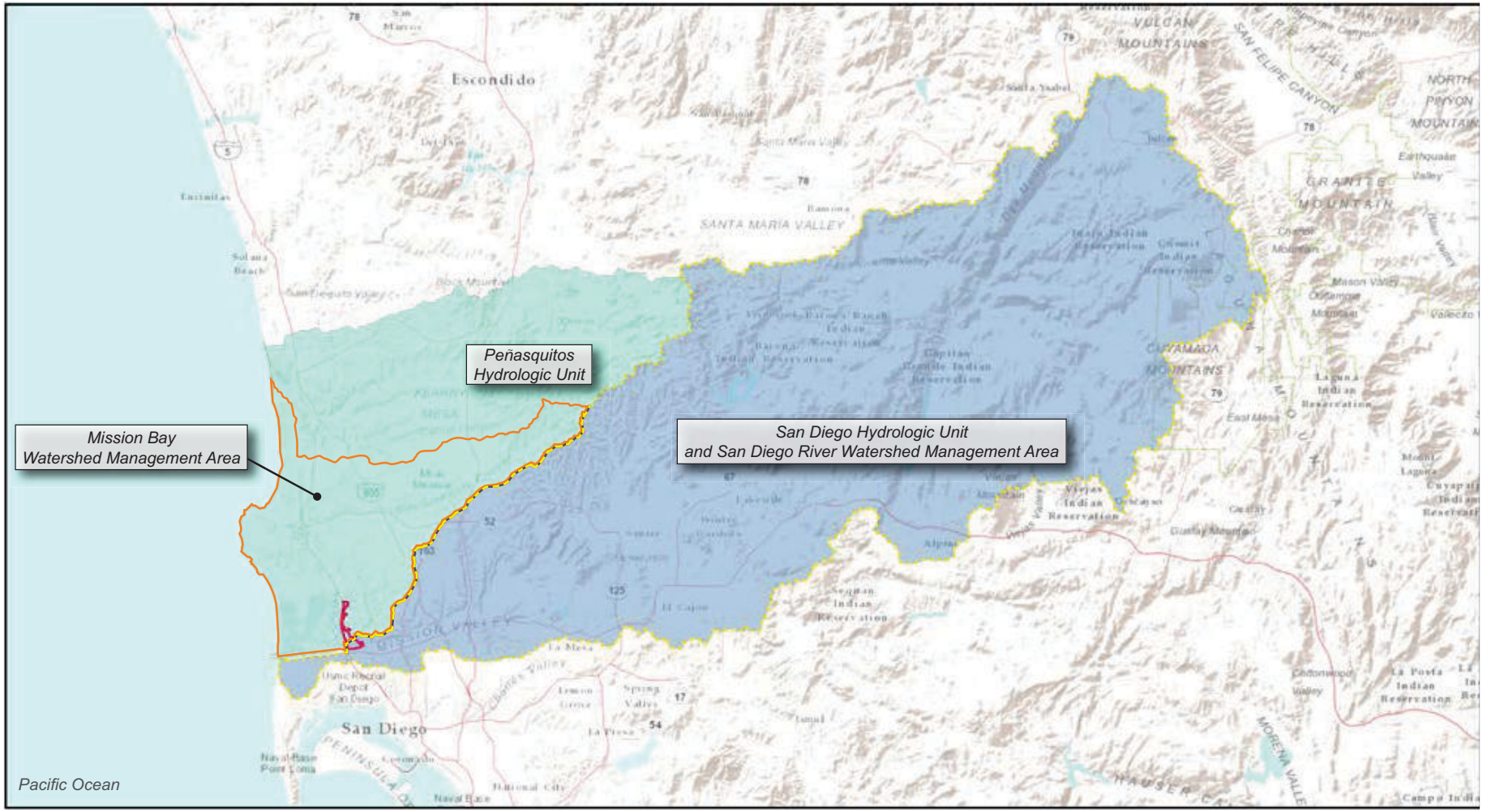
The San Diego HU is approximately 440 square miles in area, extending to the east boundary of the RWQCB region in the Cuyamaca Mountains and narrowing toward the coast; the San Diego River is its major stream. The San Diego HU includes parts of the City of San Diego and portions of the eastern cities of El Cajon and Santee in addition to a number of unincorporated area communities. Approximately half of the HU is vacant land in central San Diego County.

The two HUs overlapping the Specific Plan area are each divided into several smaller Hydrologic Areas (HAs). The part of the San Diego HU on-site is in the Lower San Diego HA and the Mission San Diego Hydrologic Subarea (HSA). The part of the Peñasquitos HU on-site is divided into two HAs: Tecolote HA (the south-central part of the site near Tecolote Creek) and Miramar HA (encompassing approximately the north half of the length of the project site). The principal stream in the Miramar HA is Rose Creek, which discharges into the northeast part of Mission Bay west of the north end of the Specific Plan area.

The San Diego RWQCB region is also divided into 10 watershed management areas (WMAs). Water Quality Improvement Plans (WQIPs) have been approved or are being completed for each WMA. Most of the project site—approximately north of Linda Vista Road—is in the Mission Bay WMA; the south end of the site is in the San Diego River WMA (see Figure 2-9). The Mission Bay WMA, which includes about 64 square miles, extends on the coast from Mission Bay in the south to Torrey Pines State Reserve in the north, and tapers inland, extending east to the community of Scripps Ranch in the City of San Diego. The Mission Bay WMA is approximately 63 percent developed with a population of about 232,000 per (U.S. Census Bureau 2010).

Water bodies in the Mission Bay WMA in or near the Specific Plan area listed on the Clean Water Act (CWA) Section 303(d) List of Water-Quality Limited Segments include Rose Creek, Tecolote Creek, and the Mission Bay Shoreline. Rose Creek and Tecolote Creek both drain into Mission Bay. Listed contaminants are indicator bacteria, nutrients, trace metals, and toxics.

Map Source: SanGIS



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FIGURE 2-9

Hydrologic Units and Watershed Management Areas

The San Diego River WMA, roughly 434 square miles in size, extends east to the east boundary of the RWQCB region. The San Diego River WMA narrows toward the coast. Next to the coast it encompasses just the San Diego River and part of the community of Ocean Beach. The San Diego River WMA is approximately 56 percent developed, with a population of about 520,000 (U.S. Census Bureau 2010). Water bodies in the San Diego River WMA near the Specific Plan area listed on the CWA Section 303(d) List of Water-Quality Limited Segments include the Lower San Diego River and the Mission Bay Shoreline. It is impaired from fecal coliform, enterococcus bacteria, low dissolved oxygen, nitrogen, phosphorous, total dissolved solids, toxicity, and manganese.

2.3.11.1 Groundwater

Groundwater is defined as subsurface water that occurs beneath the water table in soils and geologic formations that are fully saturated. Groundwater bearing formations that are sufficiently permeable to transmit and yield significant quantities of water are called aquifers. Further, a groundwater basin is defined as a hydrogeological unit containing one large aquifer or several connected and interrelated aquifers. All major drainage basins in the San Diego region contain groundwater basins.

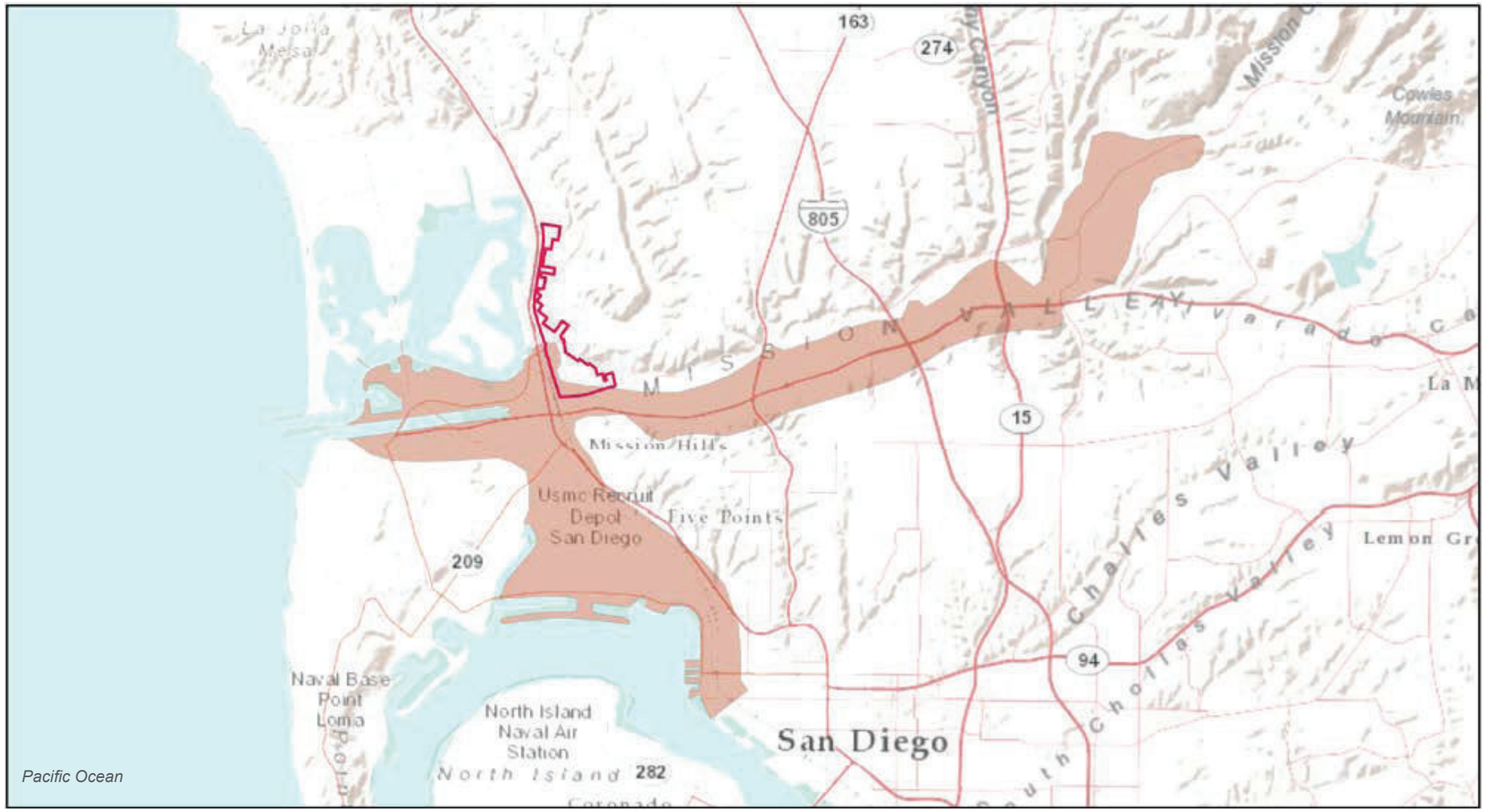
Portions of the southern part of the Specific Plan area—from near Tecolote Road south—are over the Mission Valley Groundwater Basin, a highly porous alluvial aquifer. The long, narrow basin covers approximately 11 square miles along the San Diego River (Figure 2-10). The Mission Valley Basin has a storage capacity of approximately 40,000 acre-feet. Medium to coarse sand and gravel comprise much of the aquifer, and a 15 percent aquifer specific yield is reported. Well productions in excess of 1,000 gallons per minute have occurred within the basin. Because of the porosity of the aquifer, recharge through streamflow infiltration is rapid and significant interchange between surface flows and groundwater flow occurs (San Diego River Watershed Workgroup 2005).

Groundwater within the Specific Plan area is also influenced by water levels in Mission Bay and Tecolote Creek in addition to the San Diego River. As such, the depth to the groundwater table, likely to be encountered near mean sea level, will vary. However, nearby recharge sources, such as Mission Bay, Tecolote Creek, and the San Diego River, may cause seasonally higher groundwater levels at the site. The remainder of the Specific Plan area north of Tecolote Creek is not located over a groundwater basin mapped by the Department of Water Resources.

2.3.11.2 Flooding

Portions of the Specific Plan area are within a 100-year floodplain, as illustrated in Figure 2-11. Along the San Diego River, the floodplain and floodway is primarily confined to south of Morgan Street along the very southern edge of the Specific Plan area, though some areas with flooding depths of less than 1 foot are present to the southeast of Gaines Street. A larger floodplain is present north of Tecolote Creek, with 100-year flooding depths of 1 to 3 feet anticipated. The Specific Plan area is also located within the dam inundation areas for El Capitan Dam and San Vicente Dam as shown on Figure 2-12. Additionally, while the Specific Plan area is located near Mission Bay and the Pacific Ocean, it is not located within a tsunami inundation area as shown on Figure 2-13.

Map Source: SanGIS



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FIGURE 2-10

Mission Valley Groundwater Basin

Map Source: SanGIS



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FIGURE 2-11
FEMA Floodplain Map

Map Source: SanGIS



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FIGURE 2-12
Dam Inundation Map

Map Source: SanGIS



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FIGURE 2-13
Tsunami Inundation Area

2.3.12 Geologic Conditions

The geologic conditions described below are based on the Geotechnical and Geologic Reconnaissance prepared for the Specific Plan (Appendix E). The Specific Plan area is located within the Peninsular Ranges Geomorphic Province, which is generally characterized as a series of northwest-trending mountain ranges and valleys between Baja California and the Santa Monica Mountains. Within San Diego County, the Peninsular Range Province is often further subdivided into a coastal plain subzone (referred to as the San Diego Embayment), a central mountain subzone, and a desert subzone. The Specific Plan area is situated on the westerly margin of the coastal plain subzone, which is characterized by a series of uplifted coastal terraces (stepping down to the west) that have been modified and abraded by various sea- level high stands and incised by numerous drainages. The Specific Plan area is located on gently westerly sloping, late Quaternary-age terrace deposits, which generally follow along the easterly limits of Mission Bay and I-5 at the base of the current coastal bluff. The site is bisected by Tecolote Creek and is bounded on the south by the San Diego River. Quaternary-age alluvial deposits fill Tecolote Creek, the eastern edge of Mission Bay, and the San Diego River. In addition, Tertiary-age formational soils of the Ardath, Scripps, and San Diego formations are encountered in a few areas along the western edge of the Specific Plan area. Portions of the Specific Plan area have been raised by the placement of artificial or man-made fill soils. These fill soils have generally been placed within the lower lying areas along the southerly end of the Specific Plan area adjacent to Mission Bay and the San Diego River. A geologic map of the Specific Plan area is shown in Figure 2-7.

Bedrock units exposed locally within the Specific Plan area include the Tertiary-age Ardath Shale (Ta), Scripps Formation (Tsc), and the San Diego Formation. General descriptions (Kennedy and Tan 2008) of these three bedrock units are presented below in order of decreasing age:

- **Ardath Shale (Ta)** – The Ardath Shale is a middle Eocene deposit consisting of uniform, weakly fissile, olive-gray silty shale, with thin beds of medium-grained sandstone in the upper part, and thicker concretionary sandstone beds with molluscan fossils in the lower part. Exposures of the Ardath Shale at the site are mapped within the shear zone forming the westerly side of the Rose Canyon fault zone.

- **Scripps Formation (Tsc)** – The Scripps Formation is a middle Eocene deposit that is mostly pale yellowish-brown, medium-grained sandstone containing cobble- conglomerate interbeds. Middle Eocene molluscan fauna are found within the unit. The Scripps Formation is exposed locally along the southern boundary of Tecolote Creek and is very limited in exposure.

- **San Diego Formation (Tsd)** – The San Diego Formation is an early Pleistocene and late Pliocene deposit of undivided sandstone and conglomerate. The sandstone has been described as a predominantly yellowish-brown, gray, fine to medium-grained, poorly indurated fossiliferous marine sandstone, whereas the conglomerate has been described as reddish-brown, transitional marine and non-marine pebble and cobble conglomerate.

Surficial soil units exposed within the site include old paralic deposits (Qop6), young alluvial floodplain deposits (Qya), and artificial fill (af). A general description of these units in order of decreasing age follows:

- Old Paralic Deposits, undivided (Qop6) – The old paralic deposits, undivided are late to middle Pleistocene deposits consisting of poorly sorted, moderately permeable, reddish-brown, interfingered strandline, beach, estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate. In the Specific Plan area, these deposits rest on the 22 to 23 meter Nestor Terrace.

- Young Alluvial Floodplain Deposits (Qya) - Those materials mapped as young alluvial floodplain deposits are considered Holocene and late Pleistocene in age and typically consist of poorly consolidated, poorly sorted, permeable floodplain deposits of sandy, silty, or clay-bearing alluvium.

- Artificial Fill (af) – Artificial fill soils resulting from construction in and around the Specific Plan area are of unknown composition and may be compacted or uncompacted. Without documentation, these materials should be considered undocumented and non-engineered structural fills.

A geotechnical investigation was performed as part of the Pure Water Program by AECOM for the Morena Pump Station and the cut and cover portions of the associated pipeline (AECOM 2017). This investigation identified subsurface conditions within the Specific Plan area (generally along Morena Boulevard/West Morena Boulevard and at the southwestern end of the Specific Plan area) as follows:

- Morena Pump Station – The subsurface conditions consist of a relatively thin fill layer over alluvium to the depths explored. The maximum depth explored was estimated to be approximately 80 feet below the existing ground surface. The thickness of fill was on the order of 3 to 5 feet. The alluvial soils, to depths ranging from 19 to 29 feet, were generally comprised of loose sands to silty sands with some zones of very loose to medium dense materials. In addition, significant interbeds of low-plastic silts were encountered at some of the exploration locations. Underlying the upper sands to silty sands were fine-grained soils characterized as silt with interbeds of clay and silty sand. The consistencies of these fine-grained soils were characterized as soft to stiff. These fine-grained soils extended to an approximate depth of 50 feet below the ground surface. At a depth of approximately 50 feet, medium dense to dense sands to silty sands were encountered to the depths explored. Within this lower granular layer were zones of looser soils and an approximately 5-foot-thick, stiff, fine-grained layer.

- Pipeline from along Morena/West Morena Boulevard from Friars Road to Ingulf Street – The subsurface conditions within the planned trench depths generally consisted of fill soils over alluvium or estuarine deposits. For short reaches, old paralic deposits (historically referred to as Bay Point Formation) were encountered. The estuarine deposits were encountered between Dorcas Street on the south and Savannah Street on the north, and consist of mostly sands, clays, and some very soft organic soils.

2.3.12.1 Seismic Faults

Southern California is located across the boundary of two major tectonic plates, the North American Plate and the Pacific Plate. The San Andreas Fault System is the main structural expression of the boundary between these two plates. The San Andreas system distributes displacement across numerous secondary faults to its west. The Rose Canyon fault zone is one of these secondary faults. The Rose Canyon fault zone passes through the project limits. General locations of local fault features are shown on Figure 2-14. The closest Alquist-Priolo Earthquake Fault Zone (APEFZ) is located approximately one-quarter of a mile north-northwest of the project limits, as measured from Clairemont Drive. The next closest APEFZ is located approximately 2.4 miles southeast from the southern limits of the Specific Plan area. The Specific Plan area is located in an area where faults crisscross the site.

Other significant faults within 60 miles of the site that contribute to the overall ground-shaking risk include the Coronado Bank Fault, the Palos Verdes Connected Fault, the San Diego Trough, the Elsinore Fault (including the Julian, Temecula, Coyote Mountain, Whittier, and Glen Ivy segments), the Earthquake Valley Fault, the San Clemente North and South Faults, the Palos Verdes Fault, the San Jacinto Fault (including the San Bernardino Valley, San Jacinto Valley, Anza, Clark, Coyote Creek, Borrego Mountain, and Superstition Mountain segments), and the San Joaquin Fault.

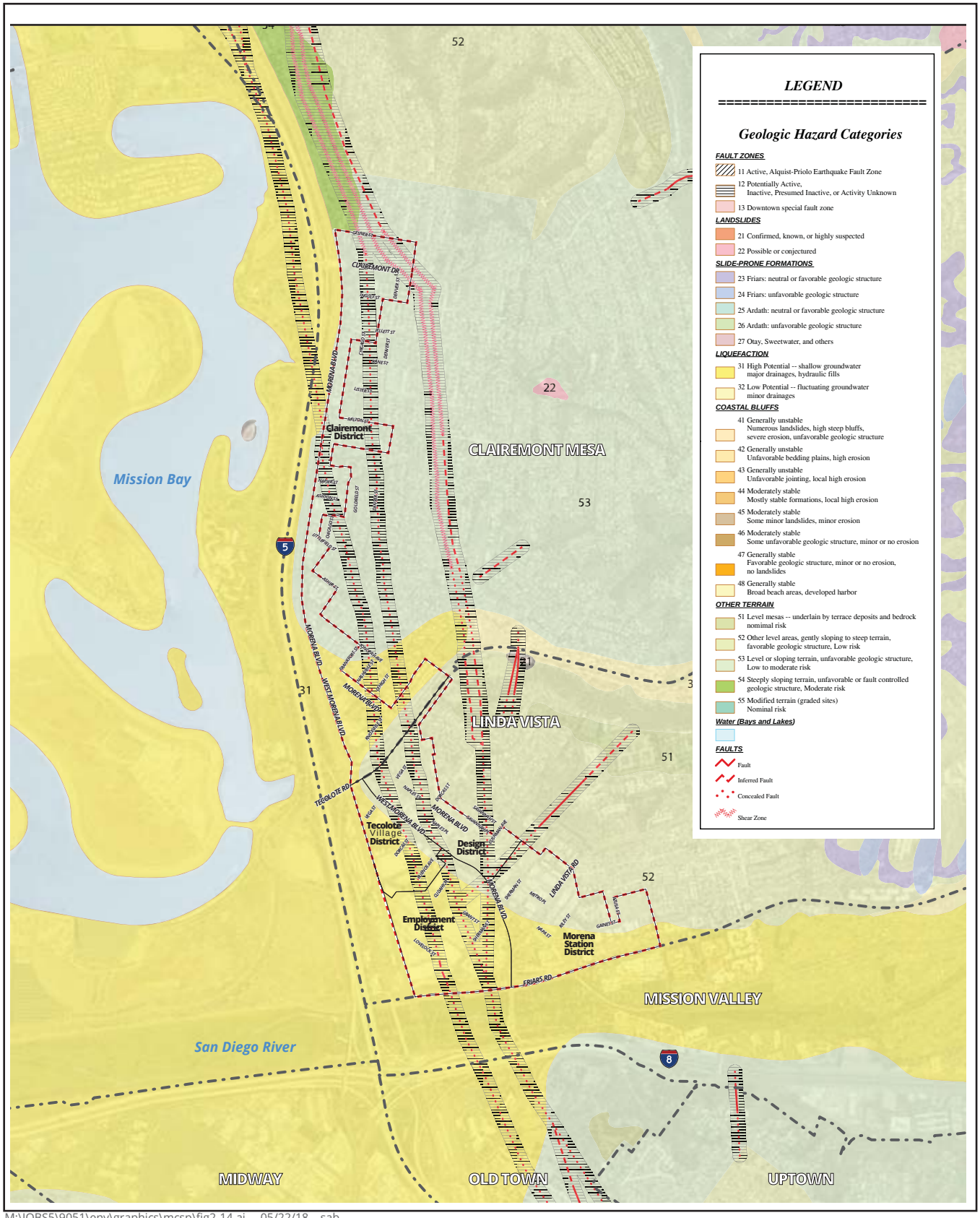
2.3.12.2 Seismic Ground Shaking

Southern California is generally subject to strong seismic ground shaking. As identified in the Geotechnical Report (Appendix E), the Specific Plan area has a history of seismic activity. A search of the California historical earthquake database showed that the area has been subjected to 1,070 earthquakes of magnitude 4 or greater, 122 earthquakes of magnitude 5 or greater, 23 earthquakes of magnitude 6 or greater, and one earthquake of magnitude 7 or greater, with the largest estimated peak ground acceleration within the area measured at approximately 0.26 g.

Seismic ground shaking in combination with certain soil and topography conditions can lead to seismically induced slope failure. According to the City's Seismic Safety Study, slopes within the Specific Plan area are located in Geologic Hazard Category 52 or 53. Geologic Hazard Category 52 is described as other level areas and gently sloping to steep terrain with favorable geologic structure, and is considered low risk. Geologic Hazard Category 53 is described as level or sloping terrain with unfavorable geologic structure, having low to moderate risk. In general, the portion of the site in Geologic Hazard Category 52 is located south of Tecolote Creek, and the portion in Geologic Hazard Category 53 is located to the north of Tecolote Creek.

In general, site grades are mild and on the order of 2 to 10 percent. However, there are steeper slopes located within the site generally along the edges of Tecolote Creek and at the northeasternmost corner of the Specific Plan area. The slopes along Tecolote Creek are either laterally restrained by the concrete-lined portions of the creek, or are comprised of fairly competent terrace deposits and Tertiary formational materials with favorable structure and, as such, are considered low risk with respect to seismically induced slope instability. The slopes at the northeasternmost corner of the Specific Plan area are located within the Ardath Shale Formation

Map Source: SanGIS



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FIGURE 2-14
Geologic Hazards

within an identified fault shear zone. Such slopes likely have unfavorable geologic structure and, as such, are considered to have a low to moderate risk with respect to seismically induced slope instability.

2.3.12.3 Liquefaction and Related Ground Failure

Liquefaction is caused when strong ground shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. Typically there are three major factors that contribute to high susceptibility to liquefaction in this region. This consists of (1) strong seismic ground shaking, (2) younger age and less cohesive soils (e.g., silty/sandy soils with low clay content), and (3) groundwater at less than 10 feet below ground surface. As these combined conditions exist within the Specific Plan area, the project area includes potentially liquefiable soils. The areas with a high susceptibility to liquefaction are designated Category 31 by the City's Seismic Safety Study and shown on Figure 2-14. These areas are primarily located around the southwestern portion of the Specific Plan area close to Mission Bay, Tecolote Creek, and the San Diego River. In general, potentially liquefiable soils are confined to the main drainages that cut through and border the Specific Plan area. Liquefiable areas include the alluvial deposits associated with the drainages of Tecolote Creek and the San Diego River as well as low-lying areas where artificial fill has been used to raise grades within the floodplain of the San Diego River and adjacent to Mission Bay. Consequences associated with liquefaction include ground settlements, loss of foundation support, ground oscillation, surface damage from sand boils, and lateral spreading. In cases where lateral stability of the ground is low, ground instability associated with the lateral movement or lateral spreading of soil is more likely.

Within the Specific Plan area, susceptibility to lateral spreading is focused along the edges of drainages such as Tecolote Creek and the San Diego River. Areas adjacent to Mission Bay are considered less susceptible to lateral spreading due to the distance to the bay.

2.3.12.4 Landslides

According to the City's Geologic Hazard Category system, the project site contains areas that are classified as Categories 31, 52, and 53 (see Figure 2-14). Hazards related to slope stability and mudslides, if they exist, are more likely to be found within Categories 52 and 53. Areas located within Category 52 are considered to have low risk, while areas located within Category 53 are considered to have low to moderate risk. No landslides have been mapped within the project limits.

2.3.12.5 Expansive or Corrosive Soils

Portions of the upper fill soils and alluvial deposits within the project limits may contain clayey soils that are potentially expansive. However, as most of these soils are currently covered by hardscape and pavements, these soils are likely kept at a fairly constant moisture content by the relatively shallow underlying groundwater table. As such, expansive soils are not considered an existing geologic hazard in the Specific Plan area.

The Specific Plan area is located within a marine environment. As such, on-site soils run the risk of being potentially corrosive.

2.3.13 Public Services and Facilities

2.3.13.1 Police Protection

The SDPD provides service to the Specific Plan area. SDPD services include patrol, traffic, investigative, records, permits and licensing, laboratory, and support services (City of San Diego 2016b). SDPD operations are funded mainly through the City's General Fund which is derived mostly through property and sales taxes, charges for services, and transient occupancy tax. SDPD has mutual aid agreements with all other law enforcement agencies in San Diego County.

The City is divided into nine police divisions. Police service for the Specific Plan area is provided by officers from the Northern Division located at 4275 Eastgate Mall in the University community and the Western Division located at 5215 Gaines Street near the southern boundary of the Specific Plan area. Refer to Figure 2-15 for police divisions serving the Specific Plan area and surrounding communities.

The Western Division serves a population of 129,709 people and encompasses 22.7 square miles. The Western Division serves the neighborhoods of the Midway District, Loma Portal, Point Loma Heights, Ocean Beach, Roseville/FleetRidge, La Playa, Wooded Area, Sunset Cliffs, Linda Vista, Morena, Mission Valley West, University Heights, Old Town, Mission Hills, Hillcrest, and Midtown.

The Northern Division serves a population of 225,234 people and encompasses 41.3 square miles. The Northern Division serves the neighborhoods of Mission Beach, Pacific Beach, Mission Bay Park, La Jolla, Torrey Pines, Clairemont Mesa East, Clairemont Mesa West, Bay Ho, North Clairemont, University City, and Bay Park.

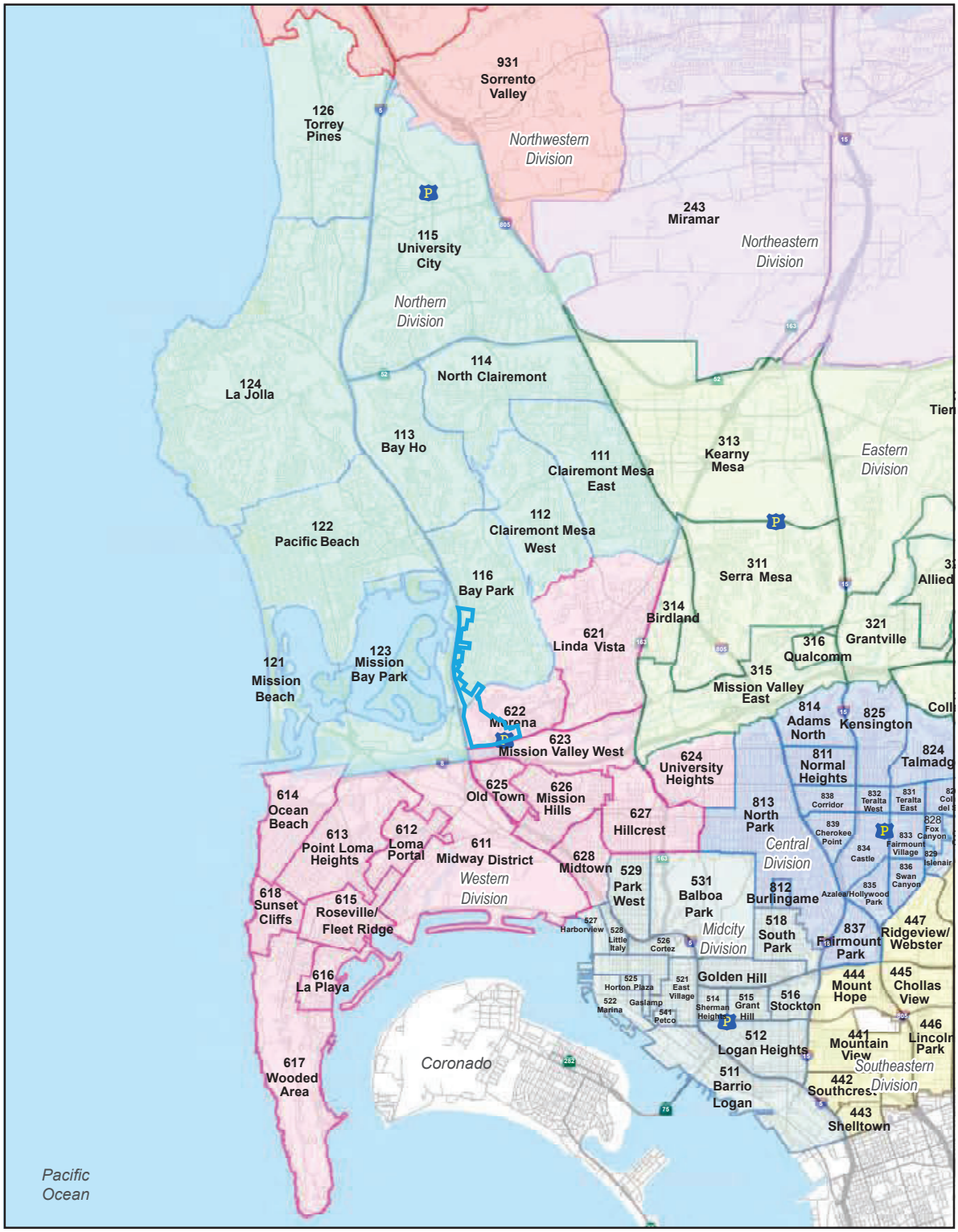
a. Current Staffing/Officer Availability

Northern Division is currently staffed with 108 sworn patrol personnel. The Western Division is currently staffed with 85 sworn patrol personnel. Patrol officers work 10-hour shifts. Staffing is comprised of three shifts which operate from 6:00 a.m. to 4:00 p.m. (first watch), 2:00 p.m. to midnight (second watch), and from 9:00 p.m. to 7:00 a.m. (third watch). Using SDPD's recommended staffing guidelines, the Northern Division currently deploys a minimum of 14 officers on the first watch, 16 officers on the second watch, and 14 officers on the third watch. The Western Division currently deploys a minimum of 15 officers on the first watch, 18 officers on the second watch, and 11 officers on the third watch. SDPD does not staff individual stations based on ratios of sworn officers per 1,000 population ratio. The goal citywide is to maintain 1.48 officers per 1,000 population ratio.

b. Police Beats

The Specific Plan area is located within the boundaries of police beats 116 and 622. The 2016 response times for beat 116 were 8.6 minutes for emergency calls, 21.8 minutes for priority one calls, 55.8 minutes for priority two calls, 127.2 minutes for priority three calls, and 290.2 minutes for priority four calls. The 2016 response times for beat 622 were 6.3 minutes for emergency calls, 14.0 minutes for priority one calls, 36.3 minutes for priority two calls, 77.5 minutes for priority three calls, and 250.3 minutes for priority four calls.

Map Source: SanGIS



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FIGURE 2-15

Police Divisions Serving the Project Area

The citywide average response times, for the same period, were 7.0 minutes for emergency calls, 16.0 minutes for priority one calls, 42.5 minutes for priority two calls, 100.9 minutes for priority three calls, and 150.6 minutes for priority four calls. SDPD strives to maintain the response time goals as one of various other measures used to assess the level of service to the community.

c. General Plan Response Time Standards

SDPD average response time guidelines set forth in the City's General Plan are:

- Priority E Calls (imminent threat to life) within 7 minutes.
- Priority 1 Calls (serious crimes in progress) within 12 minutes.
- Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes.
- Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes.
- Priority 4 Calls (minor requests for police service) within 90 minutes.

SDPD currently utilizes a five-level priority calls dispatch system, which includes priority E (emergency), one, two, three, and four. The calls are prioritized by the phone dispatcher and routed to the radio operator for dispatch to the field units. The priority system is designed as a guide, allowing the phone dispatcher and the radio dispatcher discretion to raise or lower the call priority as necessary based on the information received. Priority E and priority one calls involve serious crimes in progress or those with a potential for injury. Priority two calls include vandalism, disturbances, and property crimes. Priority three includes calls after a crime has been committed such as cold burglaries and loud music. Priority four calls include parking complaints or lost and found reports.

2.3.13.2 Parks and Recreational Facilities

The City's Parks and Recreation Department manages over 400 parks totaling 36,120 acres of parks and open space lands plus 5,977 water acres within the San Diego-La Jolla Underwater Park, for a total of 42,097 acres. The City provides recreational and other public services in parklands, including sports and seniors' services, and recreational services for people with disabilities.

The City's parks and open space system provides three use categories of parks and recreation for residents and visitors: population-based, resource-based, and open space. These types of parks are defined below:

Population-based parks (commonly known as neighborhood and community parks), facilities, and services are located in close proximity to residential development and are intended to serve the daily needs of the neighborhood and community. When possible, they adjoin schools in order to share facilities, and ideally are within walking distance of the residences within their service area. The City's parkland standard is 2.8 acres of population-based parks per 1,000 residents. The following are types of population-based parks:

- Community parks are at least 13 acres in area and serve a population of 25,000, usually within one community plan area. Facilities may include picnic areas; children's play areas; multi-purpose courts, turf areas, and sports fields; recreation centers; and aquatics centers.

- Neighborhood parks range from 3 to 13 acres and serve a population of 5,000 within approximately 1.0 mile. Facilities may include picnic areas, children's play areas, and multi-purpose courts and turf areas.
- Mini parks range from 1 to 3 acres and serve a population within approximately 0.5 mile. Facilities may include picnic areas, children's play areas, small multi-purpose courts, and multi-purpose turf areas.
- Pocket parks or plazas are less than 1 acre, serving population within approximately 0.25 mile. These parks are mostly hardscape; facilities may include picnic areas and children's play areas.
- Special activity parks include skateboard parks and dog parks.
- Recreation centers may be stand-alone facilities or within a community park; facilities may include gymnasium, indoor courts, multipurpose rooms, and kitchen. They are intended to serve a population of 25,000.
- Aquatics complexes may be stand-alone facilities or within a park, intended to serve a population of 50,000.
- Activity facilities include sports complexes; tennis complexes; skating rinks; and senior, teen, and preteen centers. They may be stand-alone facilities, in a community park, or combined with a recreation center.

Resource-based parks are located at or centered on notable natural or man-made features (beaches, canyons, habitat systems, lakes, historic sites, and cultural facilities) and are intended to serve the citywide population as well as visitors. Examples of resource-based parks in the area include Mission Bay Park and the Shoreline Parks and Beaches along the Pacific Ocean.

Open space lands are City-owned lands located throughout the City, consisting of canyons, mesas, and other natural landforms. This open space is intended to preserve and protect native plants and animals, while providing public access and enjoyment through the use of hiking, biking, and equestrian trails (City of San Diego 2015).

a. General Plan Parks Guidelines

The City's General Plan guidelines recommend a population-based park of 2.8 acres for every 1,000 residents, a 17,000-square-foot recreation center for every 25,000 residents and an aquatic complex for every 50,000 residents. The Specific Plan area is located within two community planning areas, the Linda Vista Community Plan and Clairemont Mesa Community Plan areas. The current household population of the Clairemont Mesa community (SANDAG 2016) is 80,337 residents and requires 225 acres of population-based parkland, 54,629 square feet of recreation centers and 1.61 aquatic complexes. In the Clairemont Mesa community planning area there are currently approximately 121 acres of population-based parkland, three recreation centers totaling 18,933 square feet, and one aquatic complex. The current household population of the Linda Vista community (SANDAG 2016) is 31,166 residents and requires approximately 87 acres of population-based parkland, 21,193 square feet of recreation centers and 0.62 aquatic complexes. In the Linda Vista community planning area there are currently approximately 92 acres of population-based parkland, three recreation centers totaling 26,542 square feet, and one aquatic complex.

b. Planned Park Facilities and Improvements

The City's Capital Improvements Program for 2018 includes the following park projects in the Linda Vista Community Plan and Clairemont Mesa Community Plan areas. None of these projects are within the Specific Plan area.

- Linda Vista Skate Park at the existing Linda Vista Community Park; planned completion 2018.
- Montgomery Academy Joint Use Improvements at Montgomery Middle School; planned completion 2018.
- Olive Grove Community Park Americans with Disabilities Act (ADA) Improvements. Completion date to be determined (City of San Diego 2017a).

c. Existing Park Facilities Serving the Specific Plan Area

The following park facilities are located within the Specific Plan area or within 0.75 mile of the Specific Plan area (the service radius of a neighborhood park); and omits parks opposite I-5 and/or I-8 from the Specific Plan area except for Mission Bay Park. The parks described below are mapped on Figure 2-16.

- **Silver Terrace Mini Park** is an approximately 1.28-acre population-based park that includes a playground. It is located at 5500 Friars Road, along the southern boundary of the Specific Plan area, east of Napa Street and west of Colusa Street (City of San Diego 2017b).
- **Tecolote Community Park and Recreation Center** is an approximately 18.41-acre population-based park that includes five baseball fields, one flag football field, outdoor basketball courts, and picnic areas. It is located at 4675 Tecolote Road next to the eastern boundary of the Specific Plan area and south of Tecolote Road (City of San Diego 2017c).
- **Western Hills Neighborhood Park** is an approximately 6.35-acre population-based park that includes a basketball court, playground, and picnic tables. It is located at 4810 Kane Street, about 0.4 mile east of the north part of the Specific Plan area (City of San Diego 2017d).
- **Edward Tyler Cramer Neighborhood Park** is an approximately 2.93-acre population-based park that includes a playground. It is located at 5961 Linda Vista Road, about 0.5 mile east of the southern boundary of the Specific Plan area (Greeninfo Network 2017).
- **Mission Valley Preserve** is an approximately 52-acre open space park that includes recreational trails as well as baseball fields. It is located at 5505 Friars Rd, about 0.25 mile south of the southern boundary of the Specific Plan area (City of San Diego 2018a).
- **Mission Bay Park** is an approximately 4,235-acre resource-based park that is approximately half land and half water, and includes numerous facilities, such as beaches, boat docks and launching facilities, sailboat and motorboat rentals, bike and walking paths, volleyball courts, and picnic tables. It is located at 2688 East Mission Bay Drive, about 0.25 mile west of the western project boundary (City of San Diego 2018b).

Map Source: SanGIS



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FIGURE 2-16

Parks Serving the Specific Plan Area

2.3.13.3 Fire Protection and Emergency Services

a. San Diego Fire-Rescue Department

The San Diego Fire-Rescue Department serves the Specific Plan area. The Fire-Rescue Department's service capacity consists of a daily, on-duty response force of 256 personnel staffing 70 primary response apparatus from 47 active fire stations. In the 2015-16 reporting year, primary apparatus responded to 91,251 incidents, of which 2.39 percent were to fire incidents, 83.92 percent were to emergency medical services incidents, and 13.69 percent were "other" incident types (City of San Diego 2017e).

The Fire and Rescue Mutual Aid Operations System for San Diego County—set forth in the 2014 County of San Diego Operational Area Emergency Operations Plan—is organized into four zones. The City is in the Metropolitan Zone, which consists of fire departments from six cities, fire departments on two military bases (the U.S. Marine Corps Air Station Miramar and the Naval Base San Diego), and one volunteer fire department (Unified San Diego County Emergency Services Organization 2014).

b. Fire Station 25

Fire Station 25 is located at 1972 Chicago Street within the Clairemont Mesa portion of the Specific Plan area and would serve the entire Specific Plan area. Station 25's district is 5.40 square miles and the station is equipped with one fire engine and one battalion chief's vehicle. In fiscal year 2016, Fire Station 25 responded to 2,688 incidents (Table 2-10), that is, an average of about 7.4 incidents per day.

Fire Station 25 is one of six fire stations in Battalion 3 serving communities in Ocean Beach, Midway District, Pacific Beach, Point Loma, and North Clairemont, as well as the Specific Plan area (City of San Diego 2017f).

Table 2-10
San Diego Fire-Rescue Department Fire Station 25 and Battalion 3 Responses in Fiscal Year 2016

Type of Response	Fire Station 25	Battalion 3 Chief's Vehicle
Fire	240	264
Rescue	22	81
Emergency Medical	1,864	20
Urgent Medical	208	1
Non-Emergency Medical	154	0
Hazard	187	36
Events	0	0
Service	11	3
Other	2	10
Total	**2,688**	**415**

SOURCE: City of San Diego 2017f.

c. Emergency Medical Services

San Diego Fire-Rescue's medical emergency service capacity consists of a daily on-duty response force of 256 personnel staffing 70 response apparatus from 47 fire stations. All Fire-Rescue response personnel are trained to either the Emergency Medical Technician (EMT) level, able to provide Basic Life Support pre-hospital emergency care; or Paramedic (EMT-P) level, able to provide Advanced Life Support (ALS) pre-hospital emergency medical care. Minimum daily staffing includes at least one paramedic on all staffed emergency response apparatus except command vehicles.

Fire-Rescue apparatus are dispatched to all medical emergencies. Fire-Rescue also has specialized two-person ALS Mobile Operations Detail teams on bicycles or two-wheeled self-balancing electric personal transporters for special events, as well as Special Trauma and Rescue (STAR) units and STAR medics to support SDPD Special Weapons and Tactics (SWAT) teams. Fire-Rescue also operates at least one Type-II ALS rescue helicopter from Montgomery-Gibbs Executive Airport that is staffed with at least one helicopter rescue medic.

AMR (formally known as Rural Metro) provides emergency ground paramedic ambulance transportation services in San Diego under an exclusive operating area contract with the City. This is a performance-based contract with a 90 percent maximum response time performance standard for each of the eight medical response zones.

There are 13 hospitals within the City, some of which provide medical control for paramedics, and provide emergency medical care services. An additional five hospitals in the region are designated trauma centers.

This service capacity is adequate to minimize the City's medical emergency impact severity exclusive of a catastrophic disaster event. Medical emergency service demand over the previous three years (2013-14, 2014-15, 2015-16) involved 199,630 calls for service comprising 82.64 percent of total service demand over the same period (City of San Diego 2017g).

2.3.13.4 Library Services

The San Diego Public Library serves the City from 35 branch libraries and the central library. It has a total collection of approximately 6.9 million items and total circulation in 2015 was about 6.9 million items (City of San Diego 2017h).

The San Diego City Council in 2002 approved a plan to build a new central library and 12 new branch libraries, and expand 12 existing libraries, all within 10 years. To date, the new central library, six new branch libraries, and two expanded branch libraries have been completed (City of San Diego 2017i). The City's 2018 Capital Improvements Program includes construction of four new branch libraries and expansion of one existing branch library, with completion dates ranging from 2019 to 2021 (City of San Diego 2017j).

The San Diego Public Library is a member of the Serra Cooperative Library System, composed of libraries in San Diego and Imperial counties that collaborate to provide materials and shared services when possible (Serra Cooperative Library System 2017). The San Diego Public Library is also a member of the San Diego Circuit, through which San Diego Public Library patrons can borrow

materials from the San Diego County Library and libraries at four universities in San Diego County (City of San Diego 2017k). One of those four universities is the University of San Diego near the south end of the Specific Plan area.

The nearest branch library to the Specific Plan area is the Clairemont Library located at 2920 Burgener Boulevard, about 0.5 mile east of the north end of the site. The Clairemont Library is about 4,400 square feet in building area and has a collection of approximately 30,000 items (Mallory, pers. comm. 2017).

2.3.13.5 School Services

The San Diego Unified School District (SDUSD) provides public K-12 education to the Specific Plan area. SDUSD serves an area of about 354 square miles with a population of about 1.02 million, as counted in the 2010 U.S. Census (U.S. Census Bureau 2010). Districtwide enrollment in the 2016-17 school year was 128,040 students (California Department of Education 2017a). SDUSD operates 141 elementary schools, 32 intermediate schools, 29 high schools, two continuation high schools, one community day school, one adult school, five K-12 schools, six middle/high schools, and two special education schools (California Department of Education 2017b).

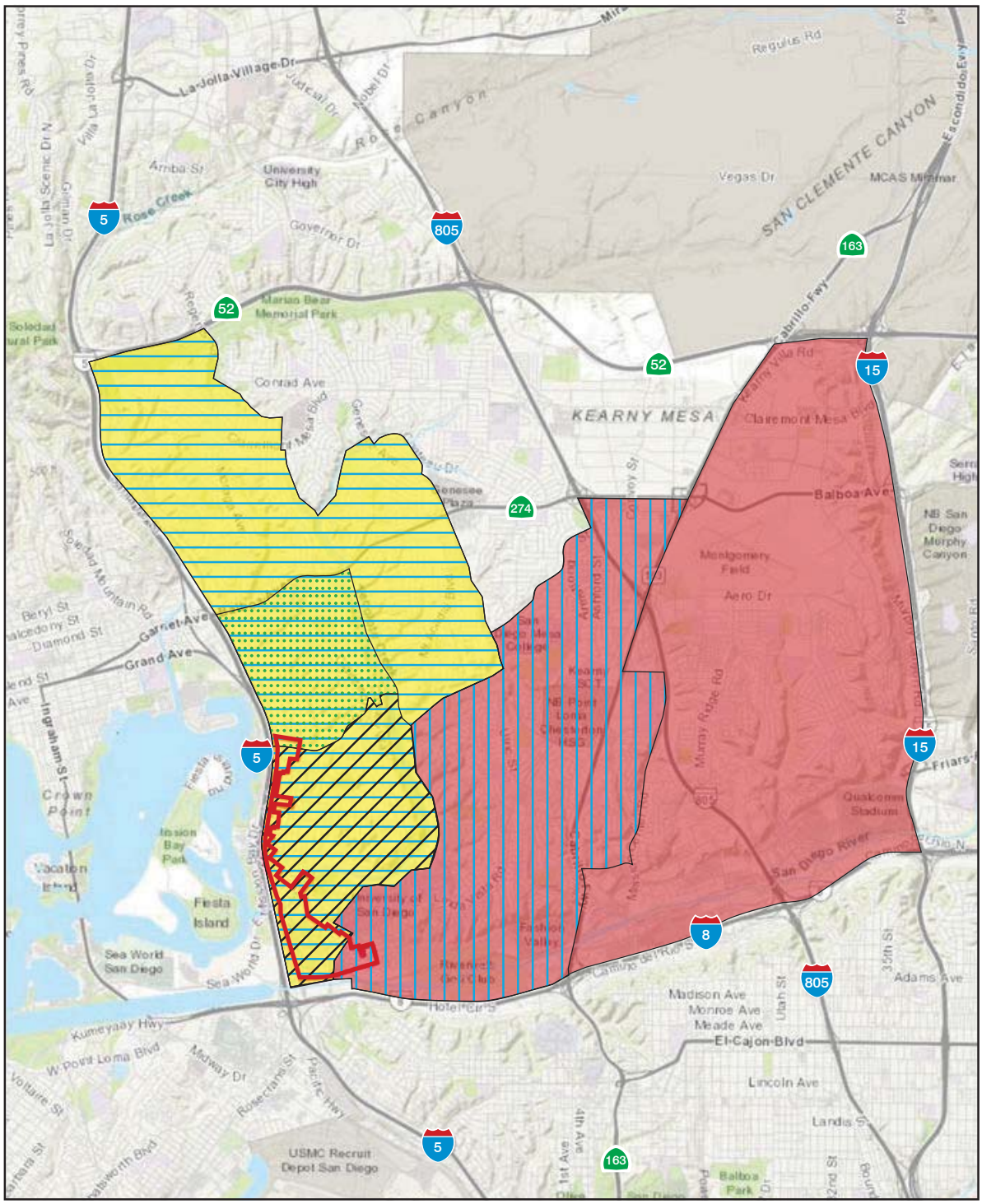
The Specific Plan area is in the attendance boundaries of the schools listed in Table 2-11; school attendance boundaries overlapping the Specific Plan area are shown on Figure 2-17.

Table 2-11
San Diego Unified School District Schools Serving the Specific Plan Area

School Grades Offered Address	Attendance Area within Specific Plan [1]	Enrollment, 2017-18 School Year	Estimated Capacity	Residual Capacity
Elementary Schools				
Bay Park Elementary K-5 2433 Denver Street	South of Clairemont Drive	478	546	68
Toler Elementary l K-5 3350 Baker Street	North of Clairemont Drive	244	312	68
Total		**722**	**858**	**136**
Middle Schools				
Marston Middle 6-8 3799 Clairemont Drive	North of Cushman Avenue and Linda Vista Road	663	1,125	462
Montgomery Middle 6-8 2470 Ulric Street	Southeast of Cushman Avenue and Linda Vista Road	481	996	515
Total		**1,144**	**2,121**	**977**
High Schools				
Clairemont High 9-12 4150 Ute Drive	North of Cushman Avenue and Linda Vista Road	921	1,455	534
Kearny High [2] 9-12 1954 Komet Way	Southeast of Cushman Avenue and Linda Vista Road	1,533	1,719	186
Total		**2,454**	**3,174**	**720**

SOURCE: Hudson, pers. comm. 2017.
[1]Based on 2017-18 attendance boundaries.
[2]Kearny High School consists of four small autonomous high schools: Digital Media & Design; Engineering, Design, and Innovation; International Business; and Science, Connections, and Technology. Date reported is aggregated for all four schools.

Map Source: SanGIS



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FIGURE 2-17
School Attendance Boundaries

2.3.14 Public Utilities

2.3.14.1 Water Supply

a. City of San Diego Public Utilities Department

The City's Public Utilities Department (PUD) treats and delivers more than 162,000 acre-feet per year (afy) of water to approximately 1.39 million residents. The water system extends over 400 square miles, including 330 square miles in the City. The PUD potable water system serves the City and certain surrounding areas, including both retail and wholesale customers. The proposed project is located within the PUD's water service area.

The PUD relies on purchased water from a regional wholesale water provider, the San Diego County Water Authority (SDWCA), as its major water supply source. The SDCWA is a public agency that is governed by its 24-member retail water agencies, including the City.

Until the 1990s, SDCWA was 95 percent dependent on imported water supplies from the Metropolitan Water District of Southern California (MWD) to meet demands in the San Diego region. In 1991, SDCWA faced a potential 50 percent cutback in supplies from MWD that was abated by the "March Miracle" rains. Immediately following, SDCWA embarked upon an aggressive water supply diversification strategy coupled with an aggressive water storage program that has resulted in much greater water supply reliability for the region. Additionally, MWD has increased its regional storage ten-fold, and has provided financial incentives towards local water supply development by its member agencies.

SDCWA secured new imported water supplies through a long-term (45-75 years) water conservation and transfer agreement with the Imperial Irrigation District, which provided approximately 100,000 acre-feet of water from the Colorado River in 2014 and will double by 2021. SDCWA has a separate 110-year agreement to receive approximately 80,000 acre-feet of water from the Colorado River by lining parts of the Coachella and All-American canals.

SDCWA is also in the final stages of executing a $3.1 billion Capital Improvements Program that involves 50 different projects, including new reservoirs, pipelines, pumping stations, a new regional water treatment facility, and a project to raise the San Vicente Dam to allow for additional local storage. Other strategies involve collaboration with SDCWA's 24 local member retail agencies and include promoting water conservation through water use efficiency programs, and the introduction of supplies from groundwater, recycled water, and seawater desalination. Additional information about SDCWA water supply diversification projects is provided in SDCWA's 2010 Urban Water Management Plan.

In addition to delivering potable water, the City has a recycled water program. Its objectives are to optimize the use of local water supplies, lessen reliance on imported water, and free up capacity in the potable system. Recycled water provides the City a dependable, year-round, locally produced and controlled water resource.

b. Metropolitan Water District of Southern California

The MWD was formed in 1928 to develop, store, and distribute supplemental water in southern California for domestic and municipal purposes. The MWD is a wholesale supplier of water to its member agencies, which include the SDCWA. It obtains supplies from local sources as well as the Colorado River via the Colorado River Aqueduct, which it owns and operates, and the Sacramento-San Joaquin Delta via the State Water Project. Planning documents such as the Regional Urban Water Management Plan and Integrated Water Resources Plan help ensure the reliability of water supplies and the infrastructure necessary to provide water to southern California.

c. San Diego County Water Authority

The SDCWA purchases water from the MWD that is delivered to the region through two aqueducts. Of the MWD's 26 cities and member agencies, the SDCWA is the largest member agency in terms of deliveries and purchases, with about 25 percent of all the water that MWD delivered in fiscal year 2007. As a retail member agency of the SDCWA, the PUD purchases water from the SDCWA for retail distribution within its service area. As discussed above, in 2014 MWD deliveries accounted for around 49 percent of the total supply with new sources and conservation efforts accounting for the remaining 51 percent.

d. Existing Water Supplies

The City's water supplies come primarily from the MWD, which receives its water from the State Water Project in northern California and the Colorado River via the Colorado River Aqueduct. From 2011 to 2015, imported water made up 87 percent of the City's overall water supply (including recycled water but excluding water savings due to conservation efforts). However, during a significant drought year in 2015, purchased and imported water made up approximately 93 percent of the City's total water supply.

The City determines its water supply needs by subtracting its local water supplies from its total water demands. The total City water supplies and forecast supplies are shown in Table 2-12. The City has nine surface reservoirs with a combined capacity of 569,021 acre-feet. The native water captured in these reservoirs provides approximately 19 percent of the City's water supply.

Table 2-12
City's Water Supply and Future Water Purchase Needs

Water Source	Projected Water Demands and Supplies (afy)[1]				
	2020	2025	2030	2035	2040
City Water Demands Retail and Wholesale	200,984	242,038	264,840	273,748	273,408
City Verifiable Local Water Supplies[2]	39,650	39,550	39,450	39,350	39,250
Purchased Water from SDCWA	161,334	202,488	225,390	234,398	234,158

SOURCE: City of San Diego 2016c.
[1]acre-feet per year.
[2]Local water supplies include recycled water, groundwater, and local surface water; forecast amounts in 2020 are 13,650 af recycled water; 3,100 af groundwater; and 22,900 af local surface water. Recycled water is used mostly for landscape irrigation and industrial uses.

The existing water system in the Specific Plan area is displayed in Figure 2-18. The water system is administered by the City's PUD. Water lines in the area are generally located in public streets and range in size from 5 to 16 inches. The area is primarily served by a 16-inch main running the length of Morena Boulevard through the Specific Plan area, which connects to a 16-inch main in Friars Road. Other large water lines in the area include 12-inch lines in Cushman Avenue, Knoxville Street, Littlefield Street, Milton Street, Jellett Street, and Gesner Street. The water line material is primarily cast iron, asbestos cement, and polyvinyl chloride (PVC). The PUD has planned maintenance that will upgrade/replace some of the older and undersized water lines in the Specific Plan area.

e. Water Treatment

Water for the City is treated at three water treatment plants, Alvarado, Miramar, and Otay, which have a total capacity to treat up to 378 million gallons per day (mgd). A breakdown of each water treatment plant and their planned future capacities is provided in Table 2-13. Water for projects in the Specific Plan area would be treated at the Alvarado Water Treatment Plant. Although this plant is not planned for expansion, the water system is looped throughout the City, enabling the City to make adjustments for water in other areas to be treated at the Miramar and Otay facilities as needed.

Table 2-13
Water Treatment Plants for the City of San Diego

Water Treatment Plant	Existing Capacity (mgd)[1]	Planned Future Capacity (mgd)
Miramar Water Treatment Plant	144	215
Alvarado Water Treatment Plant	200	0[2]
Otay Water Treatment Plant	34.4	40

SOURCE: City of San Diego 2016c.
[1]mgd = million gallons per day.
[2]No expansion is planned for the Alvarado Water Treatment Plant.

f. Planned Potable Reuse

The City is in the process of developing facilities for indirect potable reuse of treated wastewater, termed the Pure Water San Diego Program. Wastewater would be treated at planned facilities—one next to the existing North City Reclamation Plant to have 30 mgd capacity, scheduled to open in 2021; and one or two additional facilities in the central and southern parts of the City, that would have 53 mgd total capacity, and are scheduled to be operating by 2035. Treated water would be conveyed to reservoirs; then treated again at water treatment plants before delivery to customers. The entire system will have 83 mgd capacity, that is, about one-third of the City's water demands.

Map Source: SanGIS



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FIGURE 2-18
Existing Water System

2.3.14.2 Wastewater and Storm Water Infrastructure

a. Wastewater Treatment and Collection

The City's PUD provides wastewater collection, treatment, and disposal services to the City through its Metropolitan Sewerage System, serving a population of approximately 2.2 million residents in a 450-square-mile service area. The City also operates and maintains the approximately 3,000-mile municipal sewerage collection system that conveys wastewater from residences and businesses to the City's treatment facilities—the North City Water Reclamation Plant, the Point Loma Wastewater Treatment Plant, and the South Bay Water Reclamation Plant. The Point Loma facility processes approximately 160 mgd of wastewater and has a treatment capacity of 240 mgd. Treated effluent is discharged into the Pacific Ocean through two ocean outfalls, one at Point Loma and the other north of the United States/Mexico border.

The two reclamation plants produce reclaimed water for uses such as plant operation and irrigation and support the City's water service strategy of diversifying water supply sources to reduce future reliance on imported water. The North City Water Reclamation Plant has 30 mgd capacity; average flows in fiscal year (FY) 2017 were 15.85 mgd; and, in FY 2017, 6.64 mgd were used as recycled water. The South Bay Water Reclamation Plant has 15 mgd capacity; in FY 2017, average flows were 7.48 mgd and 3.8 mgd was reused as recycled water. Reclaimed water is sold and distributed by the City. Solids from the wastewater treatment plants are processed at the Metro Biosolids Center at Marine Corps Air Station Miramar.

There are nine major pump stations and 75 smaller pump stations throughout the Municipal Sewerage System. The largest are Pump Stations #1 and #2. Pump Station #1, on East Harbor Drive, collects all of south San Diego's wastewater and has an average daily flow of 75 million gallons. It sends the wastewater flow north via the 8-mile South Metro Interceptor to Pump Station #2, which is on North Harbor Drive. The average daily flow into Pump Station #2 is approximately 180 million gallons. This station pumps the wastewater to the Point Loma Wastewater Treatment Plant through two 87-inch force mains.

The existing sewer system in the Specific Plan area is also administered by the City's PUD and is illustrated on Figure 2-19. Sewer lines in the Specific Plan area can be divided into two classifications: small mains and trunk sewers. The small mains form the collection system within the area and convey sewer flows from individual properties to the trunk sewers. The trunk sewers are larger diameter sewer lines that convey flows from multiple small mains as well as from adjacent neighborhoods. The major trunk sewers include lines in Morena Boulevard, Anna Avenue, Tecolote Road, Lehigh Street, Frankfort Street, and Ingulf Street. The major trunk sewers have been studied to properly convey sewer flows from proposed development.

Map Source: SanGIS



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FIGURE 2-19
Existing Sewer System

The City is in preliminary planning stages for a new sewer pump station in the Specific Plan area as part of future infrastructure associated with the Pure Water San Diego Program.[2] The pump will be in the area bounded by Friars Road, Morena Boulevard, and I-5, in the southwestern corner of the Specific Plan area. No timeline is yet available for the construction of this pump station and a specific location has not been selected.

b. Storm Drainage Systems

The Transportation and Storm Water (T&SW) Department is responsible for the operation and maintenance of streets, sidewalks, and storm drains; leads efforts to protect and improve the water quality of rivers, creeks, bays, and the ocean; performs traffic and transportation system engineering; manages the utilities undergrounding program; and plans and coordinates work in the public right-of-way. Storm drains are designed to handle normal water flow, but occasionally during heavy rain, flooding will occur. Storm drain infrastructure within the community's streets often discharges into the natural canyon areas, causing erosion. Storm water pollution affects people as well as aquatic plant and animal life. Oil and grease from parking lots and roads, leaking petroleum storage tanks, pesticides, cleaning solvents, and other toxic chemicals can contaminate storm water and be transported into receiving waters.

While storm drain infrastructure within public streets in the community still needs to be upgraded, current regulations require storm water flow to be controlled within individual sites. The Regional Municipal Separate Storm Sewer System Permit (MS4 Permit), issued by the San Diego RWQCB, requires all development and redevelopment projects to implement storm water source control and site design practices to minimize the generation of pollutants. Additionally, the permit requires new development and significant redevelopment projects that exceed certain size threshold to implement Structural Storm Water Best Management Practices (BMPs) to reduce pollutants in storm water runoff and control runoff volume. There is also an increased reliance on Low Impact Development (LID) strategies to meet the MS4 Permit and total maximum daily load requirements. Examples of LID techniques include bioretention cells, green roofs, permeable pavement, infiltration basins, and biofiltration planters.

2.3.14.3 Solid Waste

The City provides refuse, recycling, and yard waste collection and disposal services to some residents under the People's Ordinance (SDMC Section 66.0127), adopted in 1919. The free solid waste collection services provided by the City are to primarily single-family homes, and some multi-family and commercial/business customers through General Fund monies. Most multi-family residences are not served and are required to fund and contract directly with private haulers for trash and recycling collection.

[2] The Pure Water San Diego Program is the City's phased, multi-year program for indirect potable reuse of treated wastewater that will provide one-third of San Diego's water supply locally by 2035.

Solid waste generated in the Specific Plan area is collected by City forces and private franchised haulers and taken to one of three active landfills permitted to accept solid waste: West Miramar Sanitary Landfill, Otay Landfill, and Sycamore Sanitary Landfill. The Miramar and Sycamore landfills are both located in the City, while the Otay Landfill is located in the unincorporated area of the County of San Diego. Based on current and projected disposal rates and permitted disposal limits, the San Diego region is anticipated to exceed the ability of existing landfills to accept waste within the next 10 years unless landfill expansions are approved.

The Miramar Landfill is permitted to receive 8,000 tons per day, and on average, it receives less than 1,000,000 tons per year. The anticipated closure date for the landfill is 2025. The Sycamore Landfill is permitted to receive a maximum of 5,000 tons per day and is expected to operate until 2042. The Otay Landfill is permitted to receive 5,830 tons per day. Permits were recently modified, which reduced the overall height of the landfill with no loss of capacity. The Otay Landfill is expected to serve the region through 2021.

In an effort to address landfill capacity and solid waste concerns, the California Legislature passed the Integrated Waste Management Act in 1989 (Assembly Bill [AB] 939), which mandated that all cities reduce waste disposed in landfills from generators within their borders by 50 percent by the year 2000. In response, the City's Environmental Services Department developed the Source Reduction and Recycling program that outlines waste management policies and programs to meet the City's long-term disposal needs and achieve the mandated waste reduction. Since 2004, the City has diverted more than 50 percent of its generated waste stream from disposal. The City adopted the Recycling Ordinance in November 2007, and phased implementation of the ordinance over the next two years.

The state enacted AB 341 in 2011, which established a policy goal for California that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020. Additionally, the California Department of Resources Recycling and Recovery's (CalRecycle's) Strategic Directive 6.1 (CalRecycle 2015) calls for a 50 percent reduction in organic waste disposed by 2020. Compliance with and implementation of the above state regulations and policy goals could potentially extend the life of existing landfills. On July 13, 2015, the City adopted a Zero Waste Plan, which would result in 75 percent waste diversion by 2020, 90 percent waste diversion by 2035, and 100 percent diversion by 2040.

A report was prepared by CalRecycle and issued in May 2012, detailing strategies to achieve the AB 341 goal primarily through recycling. In July 2012, the City updated the Recycling Ordinance to lower the exemption threshold for required recycling, thereby requiring all privately serviced businesses, commercial/institutional facilities, apartments, and condominiums generating four or more cubic yards of trash per week to recycle.

Relative to development activities, pursuant to the City's CEQA Significance Determination Thresholds, any land development project that may generate approximately 60 tons of waste or more during construction and/or operation is required to prepare a project-specific Waste Management Plan (WMP) to address disposal of waste generated during short-term project construction and long-term post-construction operation. The WMP is required to identify how the project would reduce waste and achieve target reduction goals and must include: projected waste generation calculations and identification of the types of waste materials generated; description of

how materials would be reused on-site; identification of source separation techniques for recycling; and identification of recycling and reuse facilities where waste would be taken if not reused on-site. In tandem with the WMP, all new development projects must comply with the City's Construction and Demolition Ordinance and Section 142.0801 et seq. of the LDC, which outlines the requirements for refuse and recyclable materials storage.

2.3.14.4 Communications Systems

Communication systems for telephones, computers, and cable television for the Specific Plan area are serviced by utility providers such as AT&T, Spectrum, and other independent telecommunications companies. The City also works with service providers to underground overhead wires, cables, conductors, and other structures associated with communication systems in residential areas in accordance with proposed development projects.

3

Chapter 3.0
Project Description

3.1 Introduction

The proposed project analyzed in this draft Program Environmental Impact Report (PEIR) includes the Morena Corridor Specific Plan as well as all associated discretionary actions listed below that support implementation of the Specific Plan (collectively referred to as the "Specific Plan"; or the "proposed project"). The proposed project affects areas of two community plans: Clairemont Mesa and Linda Vista, and unless otherwise specified, the term Specific Plan area refers only to properties affected by the Morena Corridor Specific Plan (see Figure 3-1, Proposed Land Use).

The following discretionary actions would be required to implement the proposed project:

- Adoption of the Morena Corridor Specific Plan;
- Amendment to the Linda Vista Community Plan to reflect proposed land use changes and removal of references to Community Plan Implementation Overlay Zone (CPIOZ) Regulations;
- Amendment to the Clairemont Mesa Community Plan to reflect proposed mobility changes;
- Amendment to the Land Development Code to remove the Linda Vista Community Plan Implementation Overlay Zone (CPIOZ – Type A);
- Rezone of the Linda Vista Community Plan area portions of the Specific Plan area; and
- Adoption of an Impact Fee Study (IFS) for the Linda Vista community planning area.

3.2 Project Objectives

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15124(b), the following are basic project objectives.

- Create a focused long-range plan for the Linda Vista Community Plan area intended to promote high residential density and employment opportunities consistent with the City of Villages strategy and the Climate Action Plan (CAP), while deferring such land use planning efforts within the Clairemont Mesa Community Plan area to the City's Community Plan Comprehensive Update for that community.
- Within the Linda Vista community planning area:
  - Establish land uses that facilitate transit-oriented mixed-use development in transit priority areas.
  - Leverage regional transit investment and provide critically needed housing by designating high-density residential and mixed-use development within close proximity to the transit stations.
  - Allow for employment-related land uses near transit and residential use consistent with the General Plan and CAP.
  - Create community villages that enhance pedestrian connectivity within and between neighborhoods.
  - Identify areas within villages for accessible public gathering spaces such as public plazas and outdoor seating.
  - Establish a grid circulation network to increase multi-modal connectivity and safety, improve circulation efficiency, and create more standardized block sizes for multi-modal travel and development feasibility.
- Enhance multi-modal connectivity between neighborhoods; Mission Bay Park; and the Clairemont Drive, Tecolote Road, and Morena/Linda Vista transit stations.
- Create a complete mobility system that promotes access and increases safety for pedestrians, bicycles, and transit.
- Identify areas for accessible public gathering spaces and passive recreation opportunities.

3.3 Project Description

The Morena Corridor Specific Plan is intended to provide a policy framework and supplemental development regulations to guide future development in the Specific Plan area. The Specific Plan identifies changes to the street system intended to improve mobility for all users and identifies proposed changes to the land use map and base zones within the Linda Vista Community Plan, particularly near the future Mid-Coast Light Rail Trolley Stations at Tecolote Road and Clairemont Drive and the existing Morena/Linda Vista Trolley Station. Land use changes near existing and proposed transit/trolley stations are intended to encourage a greater density and intensity of mixed use residential and commercial land uses and promote transit-oriented development. Although

Specific Plan policies address land uses within both the Linda Vista and Clairemont Mesa community plan areas, the Specific Plan does not change the adopted land use map or zoning for the Clairemont Mesa Community Plan area. The proposed Land Use Map and Zoning are illustrated on Figures 3-1 and 3-2, respectively.

3.3.1 Planning Districts

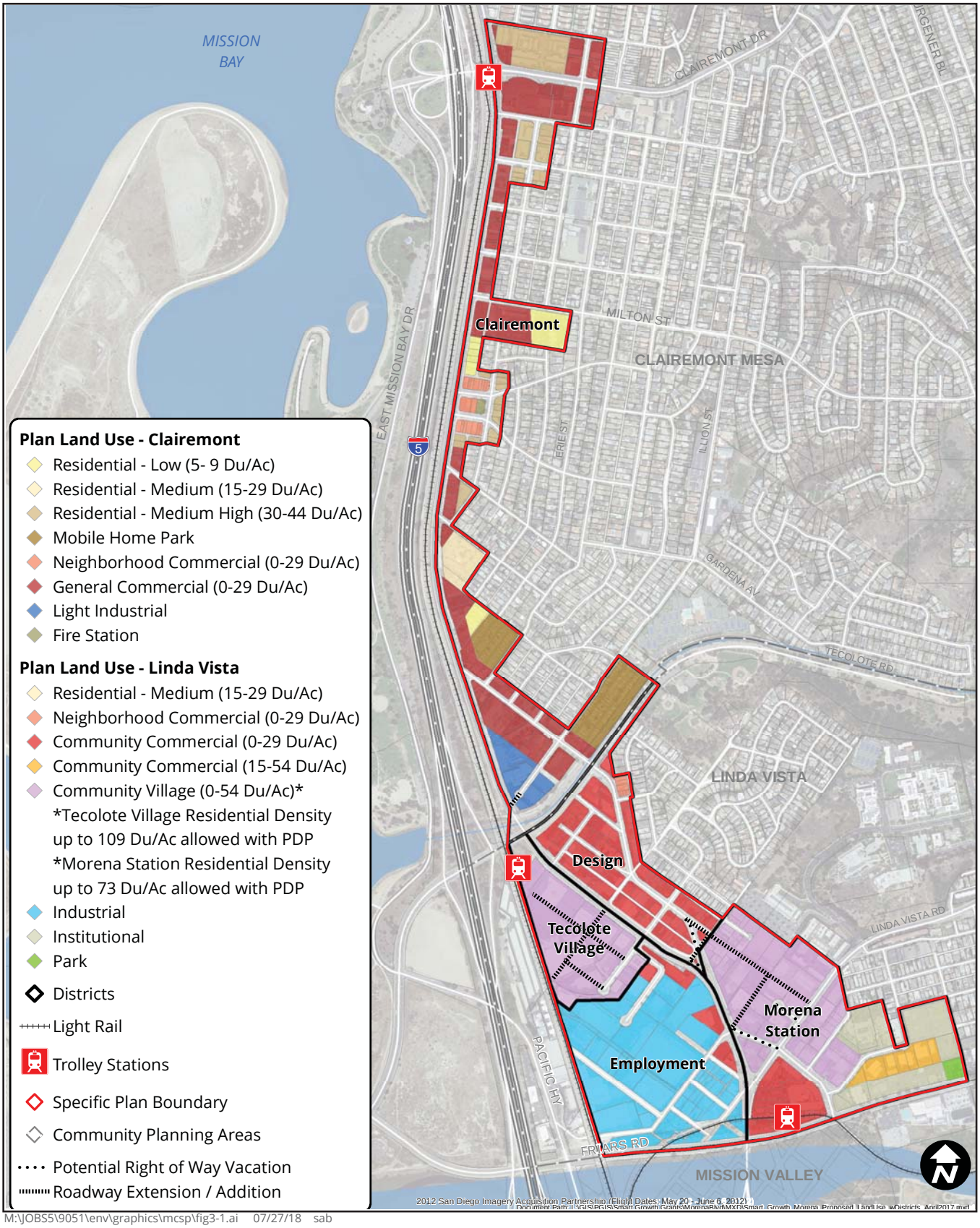
The Land Use chapter of the Specific Plan establishes land uses, identifies districts with distinct identities, and is intended to guide development with a focus on promoting a thriving, mixed-use environment; connections to transit; and diverse land uses around the transit stations. The Specific Plan area is divided into five planning districts, as shown in Figure 3-1. Each planning district includes a vision and policies that address the form and character envisioned for each area. Four of the planning districts are within the Linda Vista community planning area and include proposed changes to the land use map. The fifth planning district is located within the Clairemont Mesa community planning area and reflects the existing adopted land use map.

Table 3-1 summarizes the existing and future residential dwelling units and non-residential square footage anticipated from the application of land uses shown on the proposed Specific Plan Land Use Map.

Table 3-1
Existing and Future Residential Dwelling Units and Non-Residential Square Footage (SF)

Existing Dwelling Units	Existing Non-Residential SF	Adopted Community Plan Dwelling Units	Adopted Community Plan Non-Residential SF	Proposed Dwelling Units	Proposed Non-Residential SF
996	3,141,500	1,386	3,385,900	7,016	2,684,300

Map Source: SanGIS

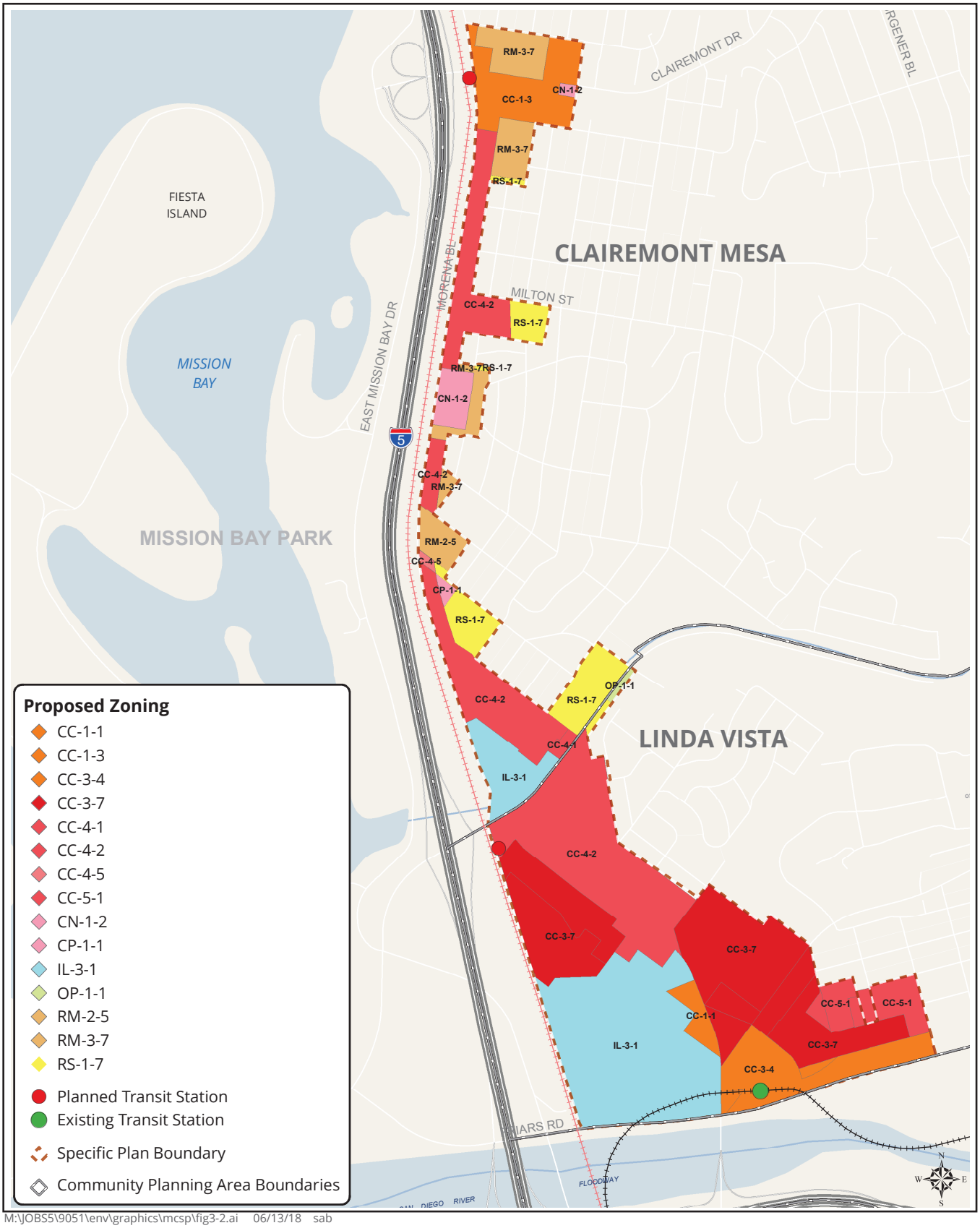


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FIGURE 3-1
Proposed Land Use Map with Districts

Map Source: SanGIS



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FIGURE 3-2
Proposed Zoning

Tecolote Village District

The Tecolote Village District encompasses the Tecolote Road Trolley Station and envisions the establishment of a community village as a vibrant, pedestrian- and transit-oriented area implemented by higher density, transit-oriented housing, and a mix of retail, office and entertainment uses to support the residents, employees, and visitors of the district. This district can utilize the Transit Oriented Development Enhancement Program (TODEP), which would allow for increases in residential density, building heights, and floor area ratio with the approval of a Planned Development Permit.

Existing Development	Acres
Retail, Regional, Wholesale Commercial	14.50
Office Commercial	4.50
Light Industrial	1.00
Tecolote Village District Total	20.00

Adopted Land Use	Acres
General Commercial	9.00
Industrial	11.00
Tecolote Village District Total	20.00

Proposed Land Use	Acres
Community Village* (0–54 dwelling units/acre) *Tecolote Village Residential Density up to 109 dwelling units/acre through TODEP.	20.00
Tecolote Village District Total	20.00

Acreages rounded to the nearest ¼ acre.

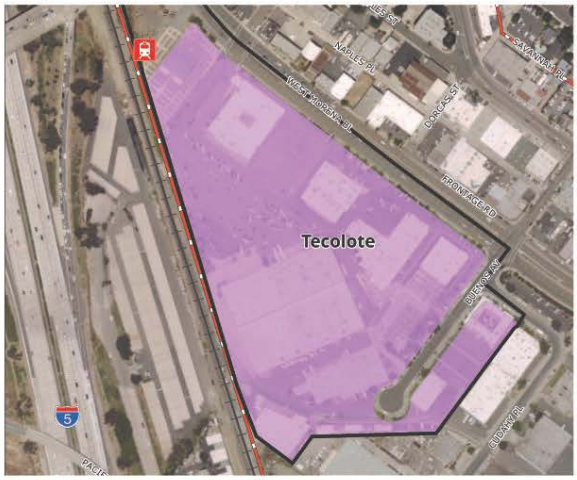
Existing Development



Adopted Community Plan Land Use



Proposed Land Uses



Employment District

The Employment District comprises commercial and industrial land in the southwest corner of the Specific Plan area. The Specific Plan envisions a range of urban-oriented light industrial, creative office/flexible space business, and commercial uses that provide a sub-regional job center for small- and medium-size businesses adjacent to the transit centers. Additional policies promote streetscape enhancements that would improve walkability to transit stations within the Specific Plan area by enhancing the streetscape and encouraging internal bicycle/pedestrian infrastructure.

Existing Development	Acres
Retail, Regional, Wholesale Commercial	0.50
Office Commercial	3.00
Light Industrial	35.75
Institutional	1.75
Vacant / Undeveloped	1.50
Communications/Utilities	0.50
Employment District Total	43.00

Adopted Land Use	Acres
General Commercial (0-29 du/ac)	1.50
Community Commercial (0-29 du/ac)	2.00
Light Industrial	39.50
Employment District Total	43.00

Proposed Land Use	Acres
Community Commercial	3.50
Industrial	39.50
Employment District Total	43.00

Acreages rounded to the nearest ¼ acre.

Existing Development



Adopted Community Plan Land Use



Proposed Land Uses



Design District

The Design District includes the area south of Tecolote Road and east of West Morena Boulevard. The Specific Plan envisions the district as a location for crafts, design firms, distinct products, and specialty foods and beverages to cluster with similar businesses. The district includes the potential Tecolote Linear Park, which would provide passive recreational space along the northwestern edge of the district.

Existing Development	Acres
Single-Family Residential	1.50
Multi-Family Residential	0.75
Retail, Regional, Wholesale Commercial	14.00
Visitor Commercial	0.25
Office Commercial	0.25
Light Industrial	0.25
Surface Parking Lot	1.75
Vacant/Undeveloped	0.75
Design District Total	19.50

Adopted Land Use	Acres
Residential – Low (5-9 du/ac)	0.50
General Commercial (0-29 du/ac)	18.50
Neighborhood Commercial (0-29 du/ac)	0.50
Design District Total	19.50

Proposed Land Use	Acres
Neighborhood Commercial (0-29 du/ac)	0.50
Community Commercial (0-29 du/ac)	19.00
Design District Total	19.50

Acreages rounded to the nearest ¼ acre.

Existing Development



Adopted Community Plan Land Use



Proposed Land Uses



Morena Station District

The Morena Station District includes the area surrounding the existing Morena/Linda Vista Trolley Station, an area with improved access to the Morena/Linda Vista Trolley Station. This district is envisioned as a community village that completes the grid network – establishing a street system that encourages a pedestrian scale and walkable development pattern. This district can utilize the TODEP, which would allow for increases in residential density, building heights, and floor area ratio with the approval of a Planned Development Permit.

Existing Development	Acres
Single-Family Residential	3.50
Multi-Family Residential	3.00
Retail, Regional, Wholesale Commercial	14.00
Office Commercial	2.75
Light Industrial	11.00
Communications/Utilities	4.25
University	2.50
Park	1.00
Institutional	9.25
Surface Parking Lot	1.75
Vacant/Undeveloped	0.50
Morena Station District Total	54.50

Adopted Land Use	Acres
Residential – Medium High (30-43 du/ac	4.00
General Commercial (0-29 du/ac)	27.75
Community Commercial (0-29 du/ac)	17.25
Park	1.00
Institutional	4.50
Morena Station District Total	54.50

Proposed Land Use	Acres
Community Commercial (0-29 du/ac)	8.00
Community Commercial (0-54 du/ac)	4.00
Community Village* (0–54 dwelling units/acre) *Tecolote Village Residential Density up to 109 dwelling units/acre through TODEP.	28.50
Park	1.00
Institutional	13.00
Design District Total	54.50

Acreages rounded to the nearest ¼ acre.

Existing Development



Adopted Community Plan Land Use



Proposed Land Uses



Clairemont District

This district encompasses the portion of the Specific Plan that is north of Tecolote Road and located within the Clairemont Mesa Community Plan area. The vision for this district is the expansion of commercial nodes of pedestrian activity along Morena Boulevard—primarily between Ashton Street and Napier Street—to include restaurant, retail, and institutional uses that further a village-like setting. Mobility connections to the future Clairemont Drive Trolley Station and to Mission Bay Park will encourage pedestrian and bicycle activity. The Clairemont District maintains the adopted community plan land uses of the Clairemont Mesa Community Plan.

Existing Development



Adopted / Proposed Community Plan Land Use



Existing Development	Acres
Single-Family Residential	2.50
Multi-Family Residential	16.00
Mobile Home Park	10.00
Visitor Commercial	1.50
Office Commercial	2.00
Retail, Regional, Whole Sale Commercial	25.50
Light Industrial	5.50
Open Space Parks	1.25
Fire Station	0.25
Surface Parking Lot	0.75
Vacant / Undeveloped	0.75
Clairemont District Total	66.00

Adopted / Proposed Land Use	Acres
Res – Low (5-10 du/ac)	4.50
Res – Med (15-29 du/ac)	4.25
Res – Med High (30-44 du/ac)	10.50
Mobile Home Park	9.25
Neighborhood Commercial (0-29 du/ac)	2.00
General Commercial (0-29 du/ac)	32.00
Light Industrial	4.25
Fire Station	0.25
Clairemont District Total	66.00

Acreages rounded to nearest ¼ acre.

3.3.2 Mobility

The Specific Plan includes a mobility chapter that identifies mobility goals and policies and proposed mobility network improvements. Proposed improvements involve the creation of roadway reconfigurations, extensions, and new roadways and intersections that would provide more direct routes and improved safety through increased visibility and incorporate enhanced bicycle and pedestrian facilities. Table 3-2 summarizes the mobility improvements identified in the Specific Plan. The number in the first column of Table 3-2 correlates to the location of the improvement, shown on Figure 3-3.

Figures 3-4 through 3-6 provide cross sections of a few key improvements, including the segment of West Morena Boulevard from Ingulf Street to Knoxville Street (Improvement #1; Figure 3-4), West Morena Boulevard from Vega Street to Cushman Street (Improvement #4; Figure 3-5), and the segment of West Morena Boulevard from Cushman Street to Linda Vista Road (Improvement #5; Figure 3-6).

Pedestrian Movement. The proposed project recommends a series of pedestrian facilities, including curb ramps, high visibility crosswalks, traffic signals, countdown signal heads, and other amenities that benefit pedestrians within the appropriate environment. These improvements would be located within the rights-of-way of Morena Boulevard and West Morena Boulevard, Clairemont Drive, and Tecolote Road.

Bicycling. Bicycle facilities would be implemented concurrent with the roadway network reconfiguration, as shown on Figure 3-7, and include a two-way cycle track running along the west side of Morena Boulevard/West Morena Boulevard, from Ingulf Street to Linda Vista Road.

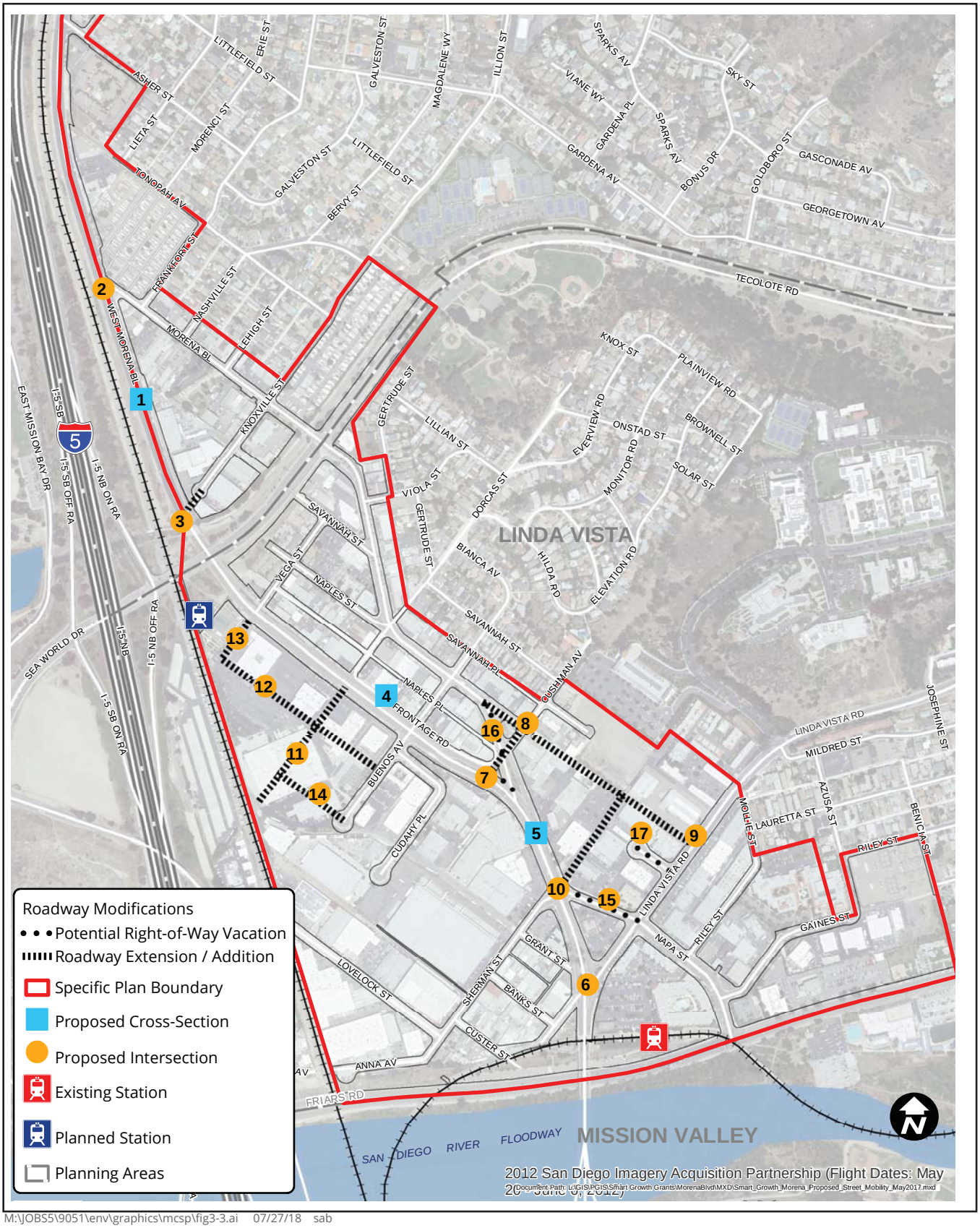
Table 3-2
Summary of Mobility Improvements

#	Location	Existing Condition	Proposed Condition
1	Morena Boulevard from Ingulf Street to Knoxville Street[1]	4-lane roadway with a bike lane along the west side and on-street parking along the east side with some areas of on-street parking along the west side	1 lane southbound and 2 lanes northbound with left-turn pockets at intersections, a 2-way cycle track along the west side of the roadway, and on-street parking along the east side and some areas along the west side
2	Intersection of Morena Boulevard and West Morena Boulevard	"Y" intersection	"T" intersection
3	Knoxville Street Extension	2-lane roadway with on-street parking on both sides of the street	Extend 2-lane roadway and create new intersection at Knoxville Street and West Morena Boulevard.

Table 3-2 Summary of Mobility Improvements			
#	Location	Existing Condition	Proposed Condition
4	West Morena Boulevard (Vega Street to Cushman Street)	3 lanes southbound and 2 lanes northbound with on-street parking along the west side and some areas of on-street parking along the east side	2 southbound lanes and 2 northbound lanes with left-turn pockets at intersections and a 2-way cycle track along the west side of the roadway. Parking will remain along the west side of the roadway and along certain segments on the east side.
5	Morena Boulevard (Cushman Street to Linda Vista Road)	4-lane roadway with buffered bike lanes on each side of the roadway	Maintain the 4 travel lanes and reconfigure the buffered bike lanes to a 2-way cycle track along the west side of the roadway. This will be changed to West Morena Boulevard with the implementation of improvement #8.
6	Intersection of Linda Vista Road and Morena Boulevard	"Y" intersection	Reconfigure the intersection as a standard "T" intersection with bicycle and pedestrian crossings.
7	Cushman Avenue Extension	2-lane roadway with parking along both sides of the roadway	Extend Cushman Avenue west toward West Morena Boulevard to create a "T" intersection. The new intersection would be a standard "T" intersection and will replace the southern Morena Boulevard split. Cushman Avenue would be constructed as a 2-lane roadway with bike lanes and sidewalks on both sides.
8	Morena Boulevard Extension from Cushman Avenue to Linda Vista Road	None	A 2-lane collector roadway with a center left-turn lane, parking and bike lanes on both sides. With implementation of this roadway, the existing Morena Boulevard will be renamed "West Morena Boulevard" (see Improvement #5).
9	Intersection of Linda Vista Road and Morena Boulevard Extension	None	Create a new "T" intersection at Morena Boulevard extension and Linda Vista Road.
10	Sherman Street Extension	2-lane roadway with parking along both sides that exists west of Morena Boulevard to its western terminus.	Extend Sherman Street east, from the existing Morena Boulevard intersection to the extension of Morena Boulevard, as a 2-lane roadway with a center left-turn lane

Table 3-2 Summary of Mobility Improvements			
#	Location	Existing Condition	Proposed Condition
			with pedestrian facilities and a bicycle route facility. East of the Morena Boulevard extension, Sherman Street will continue as a pedestrian and bicycle connection (Multi Use Path) to the University of San Diego parking lot.
11	Dorcas Street Extension (south of West Morena Boulevard)	None	Extend Dorcas Street so that it continues south of West Morena Boulevard and reestablishes a street grid.
12	New Street Extension (Cudahy Place to Vega Street)	None	Create a new local street south of and parallel to West Morena Boulevard to connect from Dorcas Street.
13	Vega Street Extension	None	Extend Vega Street to continue south of West Morena Boulevard and reestablish the street grid.
14	New Street Extension (Buenos Avenue to Dorcas Street)	None	Create a 1-block segment between Buenos Avenue and Dorcas Street, parallel to West Morena Boulevard.
15	Street Vacation – Napa Street (between Linda Vista Road and West Morena Boulevard)	4-lane roadway with no on-street parking or bicycle facilities	Vacated upon completion of the Morena Boulevard extension to Linda Vista Road
16	Street Vacation – Morena Boulevard (Between West Morena Boulevard and Morena Place)	1-lane roadway northbound, with a buffered bike lane part of the way. 2 lanes southbound with a bike lane.	Morena Boulevard between West Morena Boulevard and Morena Place will be vacated to allow the reestablishment of a street grid.
17	Street Vacation – Metro Street	Currently a cul-de-sac with one lane in each direction	Metro Street will be vacated to allow the reestablishment of a street grid.
Source: City of San Diego 2017a			

Map Source: SanGIS



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FIGURE 3-3

Proposed Mobility Network Improvements

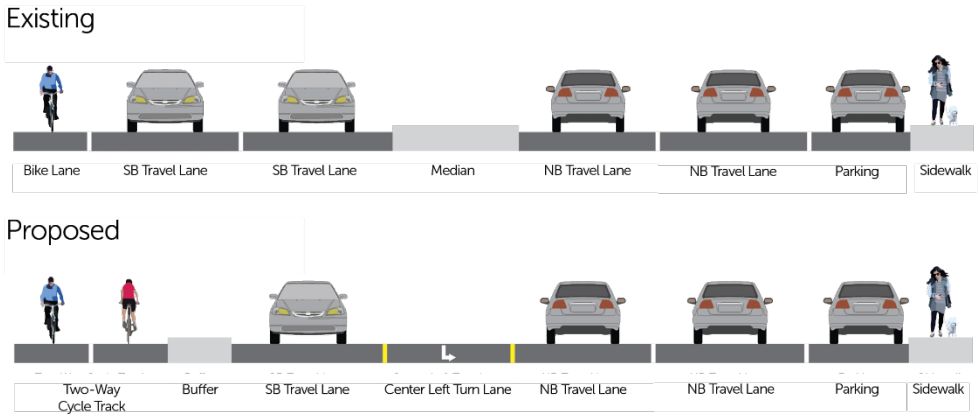


Figure 3-4
West Morena Boulevard from Ingulf Street to Knoxville Street

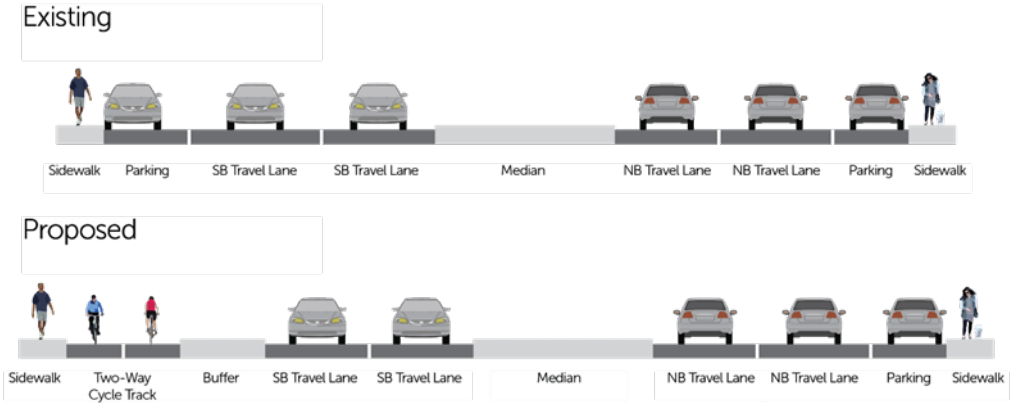


Figure 3-5
West Morena Boulevard from Vega Street to Cushman Street



Figure 3-6
Proposed West Morena Boulevard from Cushman Street to Linda Vista Road

Map Source: SanGIS



M:\JOBS5\9051\env\graphics\mcsp\fig3-7.ai 05/18/18 sab

0 Feet 1200

FIGURE 3-7
Proposed Bicycle Network

3.3.3 Infrastructure, Facilities and Public Services

The proposed project includes several mobility improvements that would extend existing roadways, modify intersections, and vacate rights-of-way that are no longer necessary. It is anticipated that utilities in rights-of-way that are determined surplus would be relocated or included in a utility easement where one does not currently exist. For new roadways, utilities would be extended to ensure services to adjacent properties.

3.3.4 Zone Changes

Concurrent with the adoption of the Specific Plan and amendment of the Linda Vista Community Plan, the zoning within the Linda Vista portion of the Specific Plan area would be changed to provide consistency with the proposed land use changes. The zoning is proposed to be changed from the existing Commercial zones (CC-4-2, CC-1-1, CC-3-4), and Industrial Zone (IL-3-1), to Commercial (CC-3-7) to reflect the land use designations identified in the Specific Plan. No zone changes are proposed within the Clairemont Mesa portion of the Specific Plan. The proposed zoning is depicted on Figure 3-2 and included in Table 3-3.

3.3.5 Supplemental Development Regulations

Future development within the Specific Plan area would be required to demonstrate consistency with the existing provisions of the City of San Diego (City) Municipal Code (SDMC). However, the Specific Plan includes the following supplemental development regulations that would modify the development regulations of the applicable base zones in the SDMC within specific districts in the Linda Vista Community Plan area portion of the Specific Plan area as shown on Figure 3-1.

Within the Tecolote Village District and Morena Station District, the following development regulations would apply:

- SDR-1, Structure Height. Maximum structure height shall be limited to 45 feet.
- SDR-2, Building Entrances. Primary entrances shall front a public street.
- SDR-3, Drive-thrus. Commercial uses with a drive-thru are not permitted. Existing drive-thru restaurants permitted on or before January 1, 2018 are exempt from this regulation.
- SDR-4, Calculation of Residential Density. The calculation for residential density shall be based on gross site area including any dedication of right-of-way on any site where new public streets, parks, or linear parks are planned or will be constructed.

Within the Design District and Employment District, the following development regulation would apply:

- SDR-5. Structure Height. Maximum structure height shall be limited to 45 feet.

Table 3-3
Regulatory Changes Affecting Linda Vista Community Plan

Existing				Proposed			
Land Uses	Density (du/acre)	Max Height (feet)	FAR	Land Uses	Density (du/acre)	Max Height (feet)	FAR
Residential Uses							
Residential - Low	5 - 9	30	*	Residential - Low	5 - 9	45	*
Residential - Medium	15 -30	30	*	Residential - Medium	15 -30	45	*
Residential - Medium High	30 - 43	30	*	Residential - Medium High	30 - 43	45	*
Mobile Home Park	*	30	*	Mobile Home Park	*	45	*
Non-Residential Uses							
Neighborhood Commercial	*	30/45[1]	*	Neighborhood Commercial	*	45	*
				Neighborhood Commercial Residential Permitted	15 - 29	45	*
Community Commercial	*	30/45[1]	*	Community Commercial	15 - 54	45	*
				Community Commercial Residential Permitted	15 - 29	45	*
				Community Village Morena Station	0 – 54 (Up to 73 with TODEP)	45 (up to 65 with TODEP)	* (up to 4.5 with TODEP)
				Community Village Tecolote Station	0 – 54 (Up to 109 with TODEP)	45 (up to 100 with TODEP)	* (up to 5.0 with TODEP)
General Commercial	*	30/45[1]	*	General Commercial	*	45	*
Office Commercial	*	30/45[1]	*	Office Commercial	*	45	*
Visitor Commercial	*	30/45[1]	*	Visitor Commercial	*	45	*
Industrial	N/A	30/45[1]	*	Light Industrial	N/A	45	*
				Institutional	*	45	*
				Park	*	45	*

Source: City of San Diego, 2017b
FAR = floor area ratio
TODEP = Transit Oriented Development Enhancement Program
* Established in base zone.
[1] Up to 45 feet is allowed with a discretionary permit.

3.3.6 Transit Oriented Development Enhancement Program

The intent of the TODEP is to allow for increased residential density to promote transit-oriented development that supports the implementation of the City's CAP and implements the mobility and urban design policies of the General Plan and the Specific Plan within lands designated Community Village (0-54 dwelling units/acre [du/ac]) in the Tecolote Village and Morena Station Districts. Participation in the TODEP allows for an increase in residential density, structure height and floor area ratio with approval of a Planned Development Permit. As detailed in Table 3-3, participation in the TODEP would allow for residential densities up to 73 du/acre, structure heights up to 65 feet, and a maximum floor area ratio of 4.5 within areas of the Morena Station District designated Community Village (0-54 du/ac). Within areas of the Tecolote Village District designated Community Village (0-54 du/ac), maximum allowable densities would be increased to 109 du/acre, structure height increased to a maximum of 100 feet, and the maximum floor area ratio increased to 5.0. A project using the TODEP must be consistent with the Morena Corridor Specific Plan Urban Design and Mobility policies and conform to the requirements set forth in Section 143.0402, as amended, of the Land Development Code (LDC) for Planned Development Permits, and may be approved only if the decision maker makes the applicable findings in LDC Section 126.0604(a), as amended.

3.3.7 Community Plan Amendments

3.3.7.1 Amendment to the Linda Vista Community Plan

The proposed project includes an amendment to the Linda Vista Community Plan to implement proposed land use changes and corresponding base zones as shown in Table 3-4. Additionally, the proposed project requires text amendments to the community plan to remove reference to CPIOZ regulations that currently regulate building heights within the Linda Vista portion of the Specific Plan area. Specifically, the Linda Vista Community Plan would be amended to remove Figure 14 – Area Subject to CPIOZ Regulations, and the associated Commercial Design Standards language on page 50 of the community plan.

Table 3-4
Proposed Specific Plan Land Uses and Implementing Base Zones within the Linda Vista Community Plan Area

Linda Vista Community Plan Land Uses	Base Zone	Acres
Neighborhood Commercial (0–29 du/ac)	CC-4-2	0.5
Community Commercial (0–29 du/ac)	CC-3-4	29.6
Community Commercial (15–54 du/ac)	CC-3-7	3.6
Community Village (0–54 du/ac)	CC-3-7	48.2
Industrial	IL-3-1	41.5
Institutional	CC-3-4 and CC-5-1	13.8
Park	CC-3-4	0.8
Right-of-Way / Other	N/A	44.3
Total		**182.2**

Source: City of San Diego 2017b
Note: No land use changes are proposed within the Clairemont Mesa Community Plan portion of the Specific Plan area.

References to the CPIOZ regulations would be eliminated from the community plan, as building heights within Linda Vista would be regulated by either the base zone regulations of the SDMC or the Supplemental Development Regulations described in Section 3.3.5 above.

3.3.7.2 Amendment to the Clairemont Mesa Community Plan

The proposed project includes an amendment to the Clairemont Mesa Community Plan to implement proposed mobility changes along Morena Boulevard. Specifically, Figure 22 and the Recommendations for Street Improvements Section of the Transportation Element would be amended to reflect the reclassification of Morena Boulevard as a 3-lane collector.

3.3.8 Amendment to the Land Development Code, Linda Vista Community Plan Implementation Overlay Zone

The Linda Vista Community Plan Implementation Overlay Zone (CPIOZ – Type A) is currently applied within the boundaries of the Linda Vista Community Plan area per Chapter 13, Article 2, Division 14 Map Number C-750 of the SDMC to regulate building heights in the Linda Vista portion of the Specific Plan area. According to Chapter 13, Article 2, Division 14 of the SDMC, the purpose of the CPIOZ is to supplement the SDMC by providing development regulations that are tailored to specific circumstances and/or sites within the community. Specifically, properties in the Linda Vista CPIOZ – Type A are limited to a maximum structure height of 30 feet, or up to a maximum of 45 feet with a discretionary permit. Architectural projections may exceed this limit by five feet. The proposed project includes an amendment to the LDC to remove Map Number C-750 from the CPIOZ.

3.3.9 Impact Fee Study

A number of public facility updates have been identified in association with development of the Specific Plan. The project anticipates adoption of an IFS (formerly known as a Public Facilities Financing Plan [PFFP]) for the Linda Vista Community that addresses the need for public facilities associated with build-out of the Specific Plan. City Council adopted the current PFFP for Linda Vista in 2006. The existing PFFP sets forth the major public facilities needs in the areas of transportation (streets, sidewalks, storm drains, traffic signals, etc.), libraries, parks and recreation facilities, community centers, and fire stations that are needed to serve the community. The updated IFS for Linda Vista would incorporate identified facility improvements within the Linda Vista portion of the Specific Plan area, based on facility analysis completed as part of the Specific Plan. The IFS would include potential funding sources for public facilities financing, particularly development impact fees. Future improvements to be identified in the IFS would vary widely in their range and scope; some could be implemented incrementally as scheduled street maintenance occurs, and others would require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant new development occurs.

Adoption of an IFS for the Clairemont Mesa portion of the Specific Plan area would occur concurrent with the comprehensive update to the Clairemont Mesa Community Plan, and is therefore not considered part of the project analyzed herein.

3.4 Environmental Design Considerations

Several environmental design considerations, beyond compliance with mandatory existing regulations, have been incorporated into Specific Plan policies that would avoid or reduce environmental impacts. These are described below.

Streetscape and Public Realm. The proposed project includes policies to enhance the streetscape through the provision of wider sidewalks, and clear pedestrian paths of travel free from obstructions and visual clutter. Policies intended to improve the public realm also address siting of pedestrian-oriented commercial uses at the edges of public spaces and incorporation of public spaces such as plazas and paseos into development projects. Other policies address civic parks and recreation facilities, public plazas, neighborhood plazas, pocket and mini-parks, and ways to incorporate public plazas, arcades, and paseos into the rights-of-way. The proposed project also promotes the incorporation of quality landscape architecture, outdoor dining, and street furnishing to improve the experience of the public realm in the corridor.

Branding and Gateways. The proposed project promotes design detail at major intersections and gateways in the Specific Plan area, as well as the incorporation of consistent branding quality signage to develop a distinctive corridor identity.

Development Design. The proposed project includes policies addressing the placement, orientation, and access of structures within sites. The policies would promote site functionality, visual quality, and sustainability. Additional policies for parking configuration, private open space design, fences and walls, loading areas and utilities, and transit-proximate sites would further promote the development of high-quality design. Policies for inviting frontages and ground-floor uses, building façade detail, and building massing that is compatible with the surrounding context, and accessible and inviting entryways would develop a pedestrian-friendly public environment.

Sustainable Design. The proposed project includes policies to promote sustainability through site design, including energy consumption, use of drought-tolerant landscaping, and integration of storm water best management practices to help implement the goals of the General Plan Conservation Element and the CAP.

3.5 Specific Plan Build-out

3.5.1 Land Use Distribution at Specific Plan Build-out

Future development that is fully realized under the proposed Land Use map (Figure 3-1, above) is referred to as project build-out. For facility planning, technical evaluation, and environmental review purposes, full build-out of the proposed project is assumed to occur by 2035. Table 3-5 identifies the acreage of each Specific Plan land use according to district, residential dwelling units, and non-residential square footage that could be developed under the Specific Plan. As previously discussed,

the build-out numbers for the Clairemont District reflect the adopted Clairemont Mesa Community Plan land uses. Overall, implementation of the Specific Plan would allow higher density multi-family and mixed-use development within the Linda Vista Community Plan portion of the Specific Plan area, particularly in proximity to transit stations. A new community village designation would be applied around the existing and future trolley stations within the Morena Station and Tecolote Village Districts that would allow the highest densities within the Specific Plan area. The Specific Plan would not result in any land use changes within the Clairemont Mesa Community Plan area.

Table 3-5
Specific Plan Build-out

Specific Plan District	Acres	Proposed Project without TODEP		Proposed Project with TODEP	
		Residential Dwelling Units	Non-Residential (square feet)	Dwelling Units	Non-Residential (square feet)
Tecolote Village					
Community Village (0-54 du/ac) [1]	19.7	1,097	289,695	2,120	n/a
Employment					
Community Commercial (0-29 du/ac)	3.4	49	95,392	n/a	n/a
Industrial	41.5	0	897,657	n/a	n/a
Design					
Community Commercial (0-29 du/ac)	18.9	614	279,366	n/a	n/a
Neighborhood Commercial (0-29)	0.5	8	9,610	n/a	n/a
Morena Station					
Community Commercial (0-29 du/ac)	7.3	185	23,438	n/a	n/a
Community Commercial (15-54)	3.6	190	38,802	n/a	n/a
Community Village (0-54) [1,2]	28.5	1,519	313,300	2,054	n/a
Institutional	13.8	0	133,475	n/a	n/a
Park	0.8	0	13,225	n/a	n/a
Clairemont					
Fire Station	0.3	0	3,577	n/a	n/a
General Commercial	31.8	935	447,041	n/a	n/a
Light Industrial	4.3	0	75,614	n/a	n/a
Med-High Density Residential	11.3	431	9,637	n/a	n/a
Medium Density Residential	3.4	103	0	n/a	n/a
Mobile Home Park	10.0	236	0	n/a	n/a
Neighborhood Commercial	1.9	17	49,333	n/a	n/a
Residential - Low	2.3	74	5138	n/a	n/a
Right-of-Way	77.3	0	0	0	0
Total	280.6	5,458 [3]	2,684,300	7,016 [3]	n/a

Source: City of San Diego 2017b

Notes:

TODEP = Transit Oriented Development Enhancement Program

[1]Densities within the Tecolote Village District - Community Village are allowed up to 109 du/acre with approval of a Planned Development Permit for projects that participate in the TODEP.

[2]Densities within the Morena Station District - Community Village can go up to 73 du/acre with approval of a Planned Development Permit for projects that participate in the TODEP.

[3]Total build-out numbers incorporate the existing 996 residential units that currently occur within the Specific Plan area.

3.5.2 Future Actions Associated with Specific Plan Build-out

Due to the nature of a Specific Plan and a lack of site-specific development proposals associated with the plan, site-specific environmental analyses of future development anticipated within the Specific Plan area are not undertaken within this PEIR. However, the analysis anticipates that future development and mobility improvements would occur and would be subject to applicable development regulations and requirements of the Specific Plan and this PEIR. Future development would involve subsequent approval of public and private development proposals through both ministerial reviews in accordance with the zoning and development regulations and discretionary reviews in accordance with the zoning and development regulations and Specific Plan policies. These subsequent activities may be public (i.e., road/streetscape improvements, parks, public facilities) or private projects, and are referred to as future development or future projects in the text of the PEIR. A non-inclusive list of discretionary actions that would occur as the Specific Plan is implemented is shown in Table 3-6.

Table 3-6
Potential Future Discretionary Actions Associated with Plan Build-out

City of San Diego
Subdivision Maps
Discretionary Permits
Site Development Permits
Establishment of Public Facilities Financing Mechanisms
Conditional Use Permits
Neighborhood Development Permits
Neighborhood Use Permits
Planned Development Permits
Variances
Street Vacations, Release of Irrevocable Offers of Dedication, and Dedications
Water and sewer infrastructure and road improvements
State of California
California Department of Transportation Encroachment Permits
Section 1602/1603 Streambed Alteration Agreements
Water Quality Certification Determinations for Compliance with Section 401
Department of Education approval of school sites
Federal Actions
U.S. Army Corps of Engineers Section 404 Permits
U.S. Fish and Wildlife Service Section 7 or 10 (a)
Other Agencies
SDG&E/Public Utilities Commission approvals of power line relocations or undergrounding

4

Chapter 4.0
History of Project Changes

4.1 NOP and Project Initiation

In 2014, the Planning Department completed a grant-funded study that identified potential land use and mobility improvements adjacent to the trolley stations within the Clairemont Mesa and Linda Vista community planning areas known as the Morena Boulevard Station Area Planning Study. The study recommended modifications to the roadway network in Linda Vista to establish a modified-grid street system and allow for increased residential densities and building heights adjacent to the Morena/Linda Vista and Tecolote Road Trolley Stations. In Clairemont Mesa, the study recommended reconfiguration of Morena Boulevard to a three-lane roadway to allow for improved pedestrian and bicycle facilities along the corridor. Additionally, the study recommended increases in residential density and building heights adjacent to the Clairemont Drive Trolley Station and to lands along Morena Boulevard between Asher Street and Tecolote Road.

The Notice of Preparation (NOP) for the Program Environmental Impact Report (PEIR) was issued on October 7, 2016. A scoping meeting was held on October 20, 2016 to gather agency and public input on the scope and content of the PEIR. Written comments were also received during the 30-day public comment period and are included in Appendix A. Potentially significant concerns and issue areas were defined based on the initial analysis of the environmental setting and baseline conditions and comments on the NOP, and are analyzed within this PEIR.

4.2 Community Outreach and Plan Development

Beginning in 2015, the San Diego Association of Governments' (SANDAG's) Smart Growth Incentive Program funded the preparation of a Specific Plan to refine and implement the recommendations from the Morena Boulevard Station Area Planning Study. The process included the formation of two ad hoc subcommittees by the respective community planning groups for Clairemont Mesa and Linda Vista. The Clairemont Mesa subcommittee held 15 meetings between June 2015 and July 2017,

and the Linda Vista subcommittee held eight meetings between December 2015 and July 2017 to review existing conditions, land use, urban design, and mobility recommendations. In addition to regular meetings with the subcommittees, online engagement and attendance at pop-up outreach events in the community allowed staff to solicit feedback on various options for land use, mobility, and urban design recommendations.

Through the planning and outreach process, the Planning Department proposed increasing residential densities primarily along the commercial corridors of Morena Boulevard, West Morena Boulevard, and Linda Vista Road. Land designated for industrial use within the Specific Plan area south of Cudahy Place would remain unchanged through the process. Additionally, the western boundary of the Specific Plan area was revised to remove industrial land west of the railroad right-of-way and east of Pacific Coast Highway. City staff evaluated varying changes to the circulation network, including reconfigurations of roadway segments and intersections primarily along Morena Boulevard, West Morena Boulevard, Napa Street, and Linda Vista Road to enhance pedestrian and bicycle access within the community and to the trolley stations.

In 2017, the Planning Department began work on a comprehensive update to the Clairemont Mesa Community Plan. The plan update process will involve review of all land uses within Clairemont Mesa as a whole to comprehensively address the appropriate areas of change in the Clairemont Mesa community. As a result, the Morena Corridor Specific Plan was changed to maintain the adopted land uses along Morena Boulevard within Clairemont Mesa.

5

Chapter 5.0
Regulatory Framework

The regulatory framework applicable to each subject area included within this Program Environmental Impact Report (PEIR) is included in this chapter.

5.1 Land Use

The following is a discussion of applicable land use plans and development regulations.

5.1.1 City of San Diego General Plan

A comprehensive update of the City of San Diego (City's) General Plan was adopted in 2008, incorporating the City of Villages strategy, which in turn was developed and adopted as part of the Strategic Framework Element in 2002. The Strategic Framework Element represented the City's new approach for shaping how the City will grow while attempting to preserve the character of its communities and its most treasured natural resources and amenities. It was developed to provide the overall structure to guide the General Plan update, Community Plan updates, and other land use amendments, such as Specific Plans, as well as the implementation of an action plan.

Under the City of Villages strategy, the General Plan aims to direct new development projects away from natural undeveloped lands into already urbanized areas and/or areas where conditions allow the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure.

The General Plan includes 10 elements that are intended to provide guidance for future development. These are listed here and discussed in more detail below: 1) Land Use and Community Planning Element; 2) Mobility Element; 3) Urban Design Element; 4) Economic Prosperity Element; 5) Public Facilities, Services, and Safety Element; 6) Recreation Element; 7) Conservation Element;

8) Noise Element; 9) Historic Preservation Element; and 10) Housing Element. The Housing Element, which must be updated every five years under state law, was last updated in 2013 and is provided under separate cover due to the need for more frequent updates. It is required to be consistent with the General Plan goals and City of Villages strategies.

5.1.1.1 Land Use and Community Planning Element

The Land Use and Community Planning Element provides overarching policies to integrate the City of Villages strategy and guides the provision of public facilities while accommodating planned growth. Policies within this element, in combination with other elements, also ensure consistency with zoning regulations (e.g., San Diego Municipal Code [SDMC]).

The Land Use and Community Planning Element of the City's General Plan provides the structure and framework for developing Community Plans and Specific Plans. Policies call for Community and/or Specific Plans to further identify appropriate land uses to meet the goals set by the General Plan and City of Villages strategy. The policies also direct that mixed-use areas, villages, and community-specific policies are developed with public input and involvement.

The Land Use and Community Planning Element contains five goals related to community planning. As a Specific Plan serves a similar function as a community plan but in a more focused context, these same goals would also apply to the proposed project. These goals are to provide:

1. Community plans that are clearly established as essential components of the General Plan to provide focus upon community-specific issues.

2. Community plans that are structurally consistent yet diverse in their presentation and refinement of Citywide policies to address specific community goals.

3. Community plans that maintain or increase planned density of residential land uses in appropriate locations.

4. Community plan updates that are accompanied by updated Impact Fee Study (IFS; formerly known as Public Facilities Financing Plans [PFFPs]).

5. Community plans that are kept consistent with the future vision of the General Plan through comprehensive updates or amendments.

Community and Specific Plans are important because they contain specific policies that protect community character. Future public and private projects will be evaluated for consistency with policies in the community plans and applicable Specific Plans.

The General Plan Land Use and Community Planning Element also provides direction regarding balanced communities, equitable development, and environmental justice. The U.S Environmental Protection Agency (U.S. EPA) defines environmental justice as the fair treatment and meaningful involvement of all peoples, regardless of race, color, national origin, or income, with respect to development, implementation and enforcement of environmental laws, regulations, and policies. The City of Villages strategy contains an emphasis on transit system improvements, transit-oriented

development, and the citywide prioritization and provision of public facilities in underserved neighborhoods are consistent with environmental justice goals.

5.1.1.2 Mobility Element

The Mobility Element of the General Plan defines the policies regarding traffic flow and transportation facility design. The purpose of the Mobility Element is "to improve mobility through development of a balanced, multi-modal transportation network." The main goals of the Mobility Element pertain to walkable communities, transit, the street and freeway system, intelligent transportation systems (ITS), Transportation Demand Management (TDM), bicycling, parking management, airports, passenger rail, goods movement/freight, and regional transportation coordination and financing.

5.1.1.3 Urban Design Element

The Urban Design Element of the General Plan includes goals and policies specific to mixed-use villages and commercial areas. The element emphasizes the integration of compatible land uses. In addition, this element anticipates the creation of transit-focused, walkable village centers, the provision of high-quality public spaces and civic architecture, and the enhancement of the visual quality of office and industrial development.

5.1.1.4 Economic Prosperity Element

The Economic Prosperity Element contains policies that are intended to improve economic growth and prosperity. This is accomplished by ensuring that the economy grows in ways that strengthen San Diego industries and retail, create good jobs with self-sufficient wages, increase average income, and stimulate economic investment in the community.

5.1.1.5 Public Facilities, Services, and Safety Element

The Public Facilities, Services, and Safety Element includes goals and policies regarding facilities and services that are publicly managed, and have a direct influence on the location of land uses. These include Fire-Rescue, Police, Wastewater, Storm Water, Water Infrastructure, Waste Management, Libraries, Schools, Information Infrastructure, Disaster Preparedness, and Seismic Safety. While each of these public services are addressed under relevant subject areas below, it is noted that the overall intent of the element is to ensure that current and future community planning and other specific land use planning studies provide the public facilities and services needed to serve the existing population and new growth.

5.1.1.6 Recreation Element

The Recreation Element provides goals and polices designed to preserve, protect, acquire, develop, operate, maintain, and enhance public recreation opportunities and facilities throughout the City for all users. The City provides three use categories of parks and recreation for residents and visitors:

population-based, resource-based, and open space. These three categories of recreation, including land, facilities, and programming, constitute the City's municipal park and recreation system.

5.1.1.7 Conservation Element

The Conservation Element of the General Plan contains policies to conserve natural resources such as water, air, minerals, and land, among others. One section of the Conservation Element addresses energy through policies that support increased renewable energy generation and energy conservation. It also directs the City to pursue funding sources for energy efficiency and renewable energy, ensure energy security during emergency events, and reduce energy use through water conservation and waste diversion programs.

5.1.1.8 Noise Element

The focus of the Noise Element is to minimize excessive noise effects and improve the quality of life of people working and living in the City. The Noise Element identifies goals and related policies with regard to noise and land use compatibility, motor vehicle traffic noise, and trolley and train noise. While the Noise Element articulates the City's goals, the enforcement mechanism to control noise is the City's Noise Ordinance, which is discussed in Section 5.3.

5.1.1.9 Historic Preservation Element

The Historic Preservation Element of the General Plan provides guidance on archaeological and historic site preservation in the City, including the roles and responsibilities of the Historical Resources Board (HRB), the status of cultural resource surveys, the Mills Act, conservation easements, and other public preservation incentives and strategies. A discussion of criteria used by the HRB to designate landmarks is included, as is a list of recommended steps to strengthen historic preservation in the City. The Element sets a series of goals for the City for the preservation of historic resources, and the first of these goals is to preserve significant historical resources. These goals are realized through implementation of policies that encourage the identification and preservation of historical resources.

5.1.1.10 Housing Element

The Housing Element serves as a policy guide to address the comprehensive housing needs of the City. San Diego Association of Governments (SANDAG) has forecasted that by 2030, the City could have a total population of approximately 1,690,202 people, which is a 23 percent increase from 2010. The Regional Housing Needs Allocation for the SANDAG region, which was adopted by the SANDAG Board in 2011, designates each city's share of the regional housing goal for the region. The 2011 Regional Housing Needs Allocation determined the City's regional share goal for the 11-year period, January 1, 2010 – December 31, 2020, to be 88,096 housing units.

5.1.1.11 Clairemont Mesa Community Plan

The Clairemont Mesa Community Plan includes a discussion of urban design objectives aimed at integrating commercial centers and improving the pedestrian circulation network. The Plan also includes objectives that would enhance the community image through streetscape improvements, landscaping and paving, and the installation of unique community identification signs along major streets.

5.1.1.12 Linda Vista Community Plan

The Linda Vista Community Plan Urban Design Chapter includes policies designed to improve the visual character of new development and improve the appearance of the community by upgrading older residential neighborhoods and promoting a cohesive image for the Morena business area. The community plan also has specific landscaping proposals that identify residential tree districts and street tree corridors.

5.1.2 Land Development Code Regulations

Chapters 11 to 15 of the SDMC are referred to as the Land Development Code (LDC), as they contain the City's planning, zoning, subdivision, and building regulations that regulate how land is to be developed within the City. The LDC contains Citywide base zones that specify permitted land use, density, floor area ratio (FAR), and other development requirements for given zoning classifications, as well as overlay zones and supplemental regulations that provide additional development requirements.

5.1.2.1 General Development Regulations

Chapter 14 of the LDC includes the general development regulations, supplemental development regulations, building regulations, and electrical/plumbing/mechanical regulations that govern all aspects of project development. The grading, landscaping, parking, signage, fencing, and storage requirements are all contained within Chapter 14, General Regulations. Also included within the general regulations of Chapter 14 are the Environmentally Sensitive Land (ESL) Regulations, discussed below.

5.1.2.2 Environmentally Sensitive Lands Regulations

According to Section 143.0110 of the LDC, ESL Regulations apply to areas with any of the following: sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs, and special Flood Hazard Areas. Development on a site containing environmentally sensitive lands requires a Site Development Permit in accordance with Section 125.0502 of the LDC. Future development on environmentally sensitive lands within the project area would be subject to the ESL Regulations where steep hillsides and sensitive biological resources occur.

5.1.2.3 Historical Resources Regulations

The purpose of the City's Historical Resources Regulations, found in Section 143.0251 of the LDC is to protect, preserve, and, where damaged, restore the historical resources of the City, which include historical buildings, historical structures or objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties. These regulations are intended to ensure that development occurs in a manner that protects the overall quality of historical resources. The Historic Resources Regulations require that development affecting designated historical resources or historical districts shall provide full mitigation for the impact to the resource, in accordance with the Historical Resources Guidelines of the Land Development Manual (LDM), as a condition of approval. If development cannot, to the maximum extent feasible, comply with the development regulations for historical resources, then a project would require a Site Development Permit.

5.1.2.4 Affordable Housing Density Bonus Regulations

The purpose of these regulations is to provide increased residential density to developers who guarantee that a portion of their residential development will be available to moderate income, low income, very low income, or other noted household types. The regulations are intended to materially assist the housing industry in providing adequate and affordable housing for all economic segments of the community and to provide a balance of housing opportunities throughout the City. These regulations implement the provisions of California Government Code Sections 65915 through 65918. It is intended that the affordable housing density bonus and any additional development incentive be available for use in all residential development of five or more units, using criteria and standards provided in the General Plan as part of this proposed project. All requests are required to be processed by the City of San Diego, and implemented by the San Diego Housing Commission.

5.1.3 Multiple Species Conservation Program

The Multiple Species Conservation Program (MSCP) is a countywide environmental conservation program aimed at preserving San Diego's unique native habitats and wildlife for future generations. The program boundaries extend over multiple jurisdictions and environments including regional watersheds and migratory wildlife corridors. The MSCP also protects the region's diverse native plant and animal species, including those that are threatened and endangered. The program contains provisions and regulations that accommodate future growth and streamline building regulations while protecting natural resources in the region.

The City of San Diego's MSCP Subarea Plan was approved in March 1997. The MSCP Subarea Plan is a plan and process for the issuance of permits under the federal and state Endangered Species Acts and the California Natural Communities Conservation Planning Act of 1991. The primary goal of the MSCP Subarea Plan is to conserve viable populations of sensitive species and to conserve regional biodiversity while allowing for reasonable economic growth.

In July 1997, the City of San Diego signed an Implementing Agreement (IA) with the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW). The IA serves as a binding contract between the City, USFWS, and CDFW that identifies the roles and

responsibilities of the parties to implement the MSCP and subarea plan. The agreement became effective on July 17, 1997, and allows the City to issue Incidental Take Authorizations under the provisions of the MSCP. Applicable state and federal permits are still required for wetlands and listed species that are not covered by the MSCP.

Multi-Habitat Planning Area

The Multi-Habitat Planning Area (MHPA) is the area within which the permanent MSCP preserve will be assembled and managed for its biological resources. Input from responsible agencies and other interested participants resulted in adoption of the City's MHPA in 1997. The City's MHPA areas are defined by "hard-line" limits, with limited development permitted based on the development area allowance of the OR-1-2 zone [open space residential zone].

Private land entirely within the MHPA is allowed only up to 25 percent development in the least sensitive area per the City's MSCP Subarea Plan. Should more than 25 percent development be desired, an MHPA boundary line adjustment may be proposed. The City's MSCP Subarea Plan states that adjustments to the MHPA boundary line are permitted without the need to amend the City's Subarea Plan, provided the boundary adjustment results in an area of equivalent or higher biological value. To meet this standard, the area proposed for addition to the MHPA must meet the six functional equivalency criteria set forth in Section 5.4.2 of the Regional MSCP Plan. All MHPA boundary line adjustments require approval by the Wildlife Agencies and the City.

For parcels located outside the MHPA, "there is no limit on the encroachment into sensitive biological resources, with the exception of wetlands, and listed non-covered species' habitat (which are regulated by state and federal agencies) and narrow endemic species." However, "impacts to sensitive biological resources must be assessed and mitigation, where necessary, must be provided in conformance" with the City's Biological Guidelines.

The MSCP includes management priorities to be undertaken by the City as part of its MSCP implementation requirements. Those actions identified as Priority 1 are required to be implemented by the City as a condition of the MSCP Take Authorization to ensure that covered species are adequately protected. The actions identified as Priority 2 may be undertaken by the City as resources permit.

MHPA Land Use Adjacency Guidelines

To address the integrity of the MHPA and mitigate for indirect impacts to the MHPA, guidelines were developed to manage land uses adjacent to the MHPA. The MHPA Land Use Adjacency Guidelines are intended to be incorporated into the MMRP and/or applicable permits during the development review phase of a project. These guidelines address the issues of drainage, toxics, lighting, noise, barriers, invasive species, brush management, and grading/ development.

5.1.4 Airport Land Use Compatibility Plan

The San Diego County Regional Airport Authority, serving as the Airport Land Use Commission (ALUC), is required by state law to prepare an Airport Land Use Compatibility Plan (ALUCP) for the San Diego International Airport (SDIA). The Specific Plan area is within the Airport Influence Area

(AIA) Review Area 2 of the SDIA, and a small portion of the northern edge of the Specific Plan area is within the AIA Review Area 2 of the Montgomery Field airport. The AIA serves as the boundary for the ALUCP. Review Area 1 is defined by the combination of the 60-decibel (dB) Community Noise Equivalent Level (CNEL) noise contour, the outer boundary of all safety zones, and the airspace Threshold Siting Surfaces. All policies and standards in the ALUCP apply within Review Area 1. Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1. Only airspace protection and overflight policies and standards apply within Review Area 2.

The ALUCPs contain policies and criteria that address land use compatibilities concerning noise and safety aspects of airport operations and land uses, heights of buildings, residential densities and residential intensities and the disclosure of aircraft overflight. The adopted ALUCP for SDIA contains policies that limit residential uses in areas experiencing noise above 60 dB CNEL by placing conditions on residential uses within the 60-dB CNEL contour. Residential uses in such areas may require sound attenuation to reduce interior noise levels to 45 dB. Since the ALUC does not have land use authority, the City implements the compatibility plan through land use plans, development regulations, and zoning regulations.

5.1.5 San Diego River Park Master Plan

The San Diego River Park Master Plan contains policy recommendations that are categorized as either general (for the entire River Park Area) or specific (for a particular reach such as the Confluence or Upper Valley). The general recommendations are divided into five objective categories: (1) restore and maintain a healthy river system; (2) unify fragmented lands and habitats; (3) create a connected continuum, with a sequence of unique places and experiences; (4) reveal the river valley history; and (5) reorient development toward the river to create value and opportunities for people to embrace the river. Specifically, development adjacent to the Lower Valley Reach of the San Diego River would be guided by recommendations to increase connections to the river, activate land uses in proximity to the river, and preserve views toward the river.

5.1.6 San Diego Forward: The Regional Plan

SANDAG is the metropolitan planning organization (MPO) and regional transportation planning agency for the San Diego Region. SANDAG is the regional authority that creates region-specific documents to provide guidance to local agencies, as SANDAG does not have any land use authority. SANDAG's San Diego Forward: The Regional Plan (Regional Plan) combines two of the region's existing planning documents: the Regional Comprehensive Plan for the San Diego Region (RCP) and the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The RCP, adopted in 2004, laid out key principles for managing the region's growth while preserving natural resources and limiting urban sprawl. The Plan covered eight policy areas, including urban form, transportation, housing, health environment, economic prosperity, public facilities, our borders, and social equity. These policy areas were addressed in the 2050 RTP/SCS and are now fully integrated into the Regional Plan that was adopted by the SANDAG Board of Directors on October 9, 2015.

The SCS describes how the region will coordinate its land use development and transportation planning activities to reduce greenhouse gas (GHG) emissions (in part by decreasing vehicular fuel use), and is integrated into the RTP. SANDAG's RTP/SCS identifies significant improvements to the City's and the region's transit systems, allows for more development in areas with better access to transit, and supports efficiency improvements to regional streets and highways.

5.2 Transportation and Circulation

This section summarizes existing regulations that apply to the transportation system.

5.2.1 State Regulations

5.2.1.1 California Department of Transportation

The California Department of Transportation (Caltrans) is the primary state agency responsible for transportation issues. One of its duties is the construction and maintenance of the state highway system. Caltrans has established standards for street traffic flow and has developed procedures to determine if intersections require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and levels of services at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects. In addition, Caltrans must review proposals to signalize any freeway ramp interchanges through their Intersection Control Evaluation process (Caltrans Traffic Operations Policy Directive #13-01).

5.2.1.2 California Transportation Commission

The California Transportation Commission (CTC) consists of nine members appointed by the California Governor. CTC is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout the state. CTC is responsible for adopting the State Transportation Improvement Program and the State Highway Operation and Protection Program.

5.2.1.3 Assembly Bill 1358 – California Complete Streets Act of 2008

Supporting some of the previously referenced regulations/requirements, the California Complete Streets Act of 2008 (Assembly Bill [AB] 1358) requires circulation elements as of January 1, 2011, to accommodate the transportation system from a multi-modal perspective, including public transit and walking and biking, which have traditionally been marginalized in comparison to automobiles in contemporary American urban planning.

5.2.2 Local Regulations

See Section 5.1.1.2 for a discussion of the City's General Plan Mobility Element and Section 5.1.5 for discussion of San Diego Forward: The Regional Plan.

5.2.2.1 SANDAG Regional Bike Plan

The San Diego Regional Bike Plan adopted by SANDAG supports implementation of the Regional Plan. It provides a regional strategy to make riding a bike a useful form of transportation for everyday travel. The Plan will help the City meet its goals to reduce GHG emissions and improve mobility. Goals of the Regional Bike Plan include: increase levels of bicycling, improve bicycling safety, encourage complete streets, support reductions in emissions, and increase community support. In September 2013, the SANDAG Board of Directors approved funding to implement the Regional Bike Plan Early Action Program, which focuses on the region's highest priority projects. Priority is chosen in part based on proximity to smart growth areas, taking into account the fact that bikeways would be used more often if they connected high-density activity hubs within a short distance of each other and whether a project would fill key gaps in the regional bike networks.

SANDAG's Riding to 2050: San Diego Regional Bike Plan identifies a Class I multi-use path adjacent to the rail corridor and recommends Class II bike lanes along Clairemont Drive from the western terminus to Burgener Boulevard.

5.2.2.2 Linda Vista Community Plan

The Linda Vista Community Plan has a major focus on providing a pedestrian-oriented community that promotes the use of transit. This includes the following relevant visions, goals, proposals and policies related to transit within the Specific Plan area:

- Vision: The development of the Morena/Linda Vista Trolley Station brings opportunities for new transit supportive mixed-use development adjacent to the station.
- Vision: Improve the pedestrian environment and encourage the use of shuttles from transit stations.
- Commercial and Industrial Land Use Goal 8: Develop attractive transit supportive mixed uses adjacent to the light rail station at Napa Street to encourage transit use, enhance safety around the station, and provide services for transit users
- Commercial and Industrial Land Use Goal 10: Create an environment that is business and pedestrian friendly in the community's commercial areas and around transit stations.
- Commercial and Industrial Land Use Policy 3: New commercial development near the light rail transit stations and in the central Linda Vista commercial area should incorporate pedestrian- and transit-oriented features into project design.

- Commercial and Industrial Land Use Proposal 6: Designate the area adjacent to and including the Morena/Linda Vista Trolley Station for transit-supportive, community-serving uses.

- Transportation Goal 3: Promote the use of transit and shuttle service.

- Transportation Goal 4: Provide safe and pleasant pedestrian walkways and bikeways to connect residential neighborhoods, schools, parks, and commercial areas.

Bicycle improvements identified in the community plan include unclassified bicycle facilities along Morena Boulevard west of Tecolote Road, Morena Boulevard south of West Morena Boulevard, and along Napa Street.

5.2.2.3 Clairemont Mesa Community Plan

The Clairemont Mesa Community Plan's transportation objectives consist of providing "an efficient and high level of public transit within and surrounding the community." In addition, the Community Plan has the following goals:

- Enhance pedestrian circulation, particularly between higher density residential and commercial areas and to active and passive recreation facilities.

- Develop a bicycle system that will join parks and recreational areas, schools, and commercial activity centers in the community and the City.

The Community Plan identifies a trolley extension with trolley stops at Clairemont Drive, Balboa Avenue, and Jutland Drive. Shelters, maps, schedules, bike racks, and landscaping are recommended at all the stops, with bus connections at the trolley stations. The provision of bikeways and pedestrian connections is prioritized within the town center, commercial, and higher density areas.

Bicycle improvements identified in the community plan include a Class III bike route along Morena Boulevard within the Clairemont Mesa Community Plan area, a Class III bike route along Clairemont Drive east of Morena Boulevard, and Class II bike lanes along Tecolote Road from Interstate 5 (I-5) to Morena Boulevard.

5.2.2.4 City of San Diego Bicycle Master Plan

The City's Bicycle Master Plan Update (City of San Diego 2013) provides a framework for making cycling a more practical and convenient transportation option for a wider variety of San Diegans with varying riding purposes and skill levels. The plan update evaluates and builds on the 2002 Bicycle Master Plan so that it reflects changes in bicycle user needs and changes to the City's bicycle network and overall infrastructure.

The City Bicycle Master Plan recommends a Class I multi-use path adjacent to the rail corridor. Class II bike lanes are recommended along Morena Boulevard/West Morena Boulevard from Gesner Street to the Morena Boulevard terminus at Taylor Street in Old Town. A Class III bicycle route is proposed on Morena Boulevard from West Morena Boulevard to Knoxville Street, which then

continues as a Class II bike lane for a block to Tecolote Road. A Class III bicycle route is recommended along Knoxville Street. Class II bike lanes are recommended along Napa Street.

5.2.2.5 City of San Diego Pedestrian Master Plan

The City's Pedestrian Master Plan was approved in December 2006 and is intended to provide unified citywide guidance to identify high-priority pedestrian improvements. The four primary goals are to improve safety, accessibility, connectivity, and walkability. Communities were split into six priority areas. The Linda Vista community was ranked as a second priority area and Clairemont Mesa community was ranked as a third priority area.

5.3 Noise

5.3.1 State

5.3.1.1 California Code of Regulations

Interior noise levels for habitable rooms are regulated by Title 24 of the California Code of Regulations (CCR), California Noise Insulation Standards. Title 24, Chapter 12, Section 1207.4, of the California Building Code (CBC) requires that interior noise levels attributable to exterior sources not exceed 45 CNEL in any habitable room within a residential structure. A habitable room is a room used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms for this regulation (24 CCR 1207 2016).

For nonresidential structures, Title 24, Chapter 12, Section 1207.5 refers to 2016 California Green Building Standards (CALGreen), Chapter 5 – Nonresidential Mandatory Measures, Division 5.5 – Environmental Quality, Section 5.507 – Environmental Comfort, Subsection 5.507.4 – Acoustical Control. Pursuant to these standards, all nonresidential building construction shall employ building assemblies and components that achieve a composite sound transmission class rating of at least 50 or shall otherwise demonstrate that exterior noise shall not result in interior noise environment where noise levels exceed 50 A-weighted equivalent decibels (dB(A) L_{eq}) in occupied areas during any hour of operation (24 CCR 1207.5 2016).

5.3.2 Local

5.3.2.1 City of San Diego General Plan

a. Exterior Noise

The City specifies compatibility standards for different categories of land use in the Noise Element of the General Plan. Table 5-1 provides the allowable noise levels by land use as identified in the City's General Plan (City of San Diego 2015).

As shown, the “compatible” noise level for noise-sensitive receptors, including single- and multi-family residential, is 60 CNEL. Compatibility indicates that standard construction methods will attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with minimal noise interference.

Exterior noise levels ranging between 65 and 70 CNEL are considered “conditionally compatible” for multiple units, mixed-use commercial/residential, live work, and group living accommodations. The Noise Element also states (Section B, Motor Vehicle Traffic Noise) that although not generally considered compatible, the City conditionally allows multi-family and mixed-use residential uses up to 75 dB(A) CNEL with a requirement to include attenuation measures to ensure an interior noise level of 45 dB(A) CNEL where a community plan allows multi-family and mixed-use.

Table 5-1
City of San Diego Land Use – Noise Compatibility Guidelines
(Table NE-3)

Land Use Category	Exterior Noise Exposure (dBA CNEL)				
	<60	60-65	65-70	70-75	75+
Parks and Recreational					
Parks, Active and Passive Recreation					
Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities					
Agricultural					
Crop Raising & Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables					
Residential					
Single Dwelling Units; Mobile Homes		45			
Multiple Dwelling Units *For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3.		45	45*		
Institutional					
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12Educational Facilities; Libraries; Museums; Child Care Facilities		45			
Other Educational Facilities including Vocational/Trade Schools and Colleges and Universities		45	45		
Cemeteries					
Retail Sales					
Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories			50	50	
Commercial Services					
Building Services; Business Support; Eating & Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly & Entertainment (includes public and religious assembly); Radio & Television Studios; Golf Course Support			50	50	
Visitor Accommodations		45	45	45	
Offices					
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters			50	50	
Vehicle and Vehicular Equipment Sales and Services Use					
Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking					
Wholesale, Distribution, Storage Use Category					
Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution					
Industrial					
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries					
Research & Development				50	

	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. Refer to Section I.
		Outdoor Uses	Activities associated with the land use may be carried out.
45, 50	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number (45 or 50) for occupied areas. Refer to Section I.
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. Refer to Section I.
	Incompatible	Indoor Uses	New construction should not be undertaken.
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.

Source: City of San Diego, General Plan Amendment to the Noise Element 2015.

For single-family units, mobile homes, and senior housing, exterior noise levels ranging between 60 and 65 dB(A) CNEL are considered "conditionally compatible." Conditionally compatible uses are permissible, provided interior noise levels will not exceed 45 dB(A) CNEL. Therefore, projects sited on land that falls into the "conditionally compatible" noise environment require an acoustical study.

Park uses are considered compatible in areas up to 70 dB(A) CNEL and conditionally compatible in areas between 70 and 75 dB(A) CNEL.

b. Interior Noise

Noise-sensitive residential/habitable interior spaces have an interior standard of 45 CNEL, as stated in the City's 2016 CEQA Significance Determination Thresholds and the California Noise Insulation Standards. The City's CEQA Significance Determination Thresholds indicate that for multi-family development, exterior noise levels would be considered significant if future projected traffic would result in noise levels exceeding 65 dB(A) CNEL at exterior usable areas or interior noise levels exceeding 45 dB(A) CNEL (Table 5-2).

Table 5-2
City of San Diego Traffic Noise Significance Thresholds

Structure of Proposed Use that would be Impacted by Traffic Noise	Noise Level Limit		General Indication of Potential Significance
	Interior Space	Exterior Useable Space	
Single-family detached	45 dB	65 dB	Structure or outdoor useable area is < 50 feet from the center of the closest (outside) lane on a street with existing or future average daily trips (ADTs) >7,500
Multi-family, schools, libraries, hospitals, day care, hotels, motels, parks, convalescent homes	55	65 dB	
Offices, Churches, Business, Professional Uses	n/a	70 dB	Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 20,000
Commercial, Retail, Industrial, Outdoor Spectator Sports Uses	n/a	75 dB	Structure or outdoor usable area is <50 feet from the center of the closest lane on a street with existing or future ADTs > 40,000

SOURCE: City of San Diego 2016 CEQA Significance Determination Thresholds

Interior noise levels can be reduced through standard construction techniques. When windows are closed, standard construction techniques provide various exterior-to-interior noise level reductions depending on the type of structure and window. According to the Federal Highway Administration's (FHWA's) *Highway Traffic Noise Analysis and Abatement Guidance,* buildings with masonry façades and double glazed windows can be estimated to provide a noise level reduction of 35 dB, while light-frame structures with double glazed windows may provide noise level reductions of 25 dB (FHWA 2011). When exterior noise levels are greater than 70 dB(A) CNEL, consideration of specific non-standard building construction techniques is required.

Proposed new construction and major renovations must demonstrate compliance with the current interior noise standards through submission and approval of a Title 24 Compliance Report. In the case of ministerial projects for single-family residential, there is no procedure to ensure that noise is adequately attenuated outside the AIA.

c. Policies

The General Plan Noise Element contains the following policies regarding the preparation of acoustical studies and interior noise guidelines:

NE-A.4. Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use – Noise Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.

NE-I.1. Require noise attenuation measures to reduce the noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level, as appropriate, in accordance with California's noise insulation standards (CCR Title 24) and Airport Land Use Compatibly Plans.

NE-I.2. Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.

NE-E.5. Implement night and daytime on-site noise level limits to address noise generated by commercial uses where it affects abutting residential and other noise-sensitive uses.

5.3.2.2 Noise Abatement and Control Ordinance

Section 59.5.0101 et seq. of the SDMC, the Noise Abatement and Control Ordinance, regulates the sources of disturbing, excessive, or offensive noises within the City limits. Sound level limits are established for various types of land uses and are measured in one-hour averages. The 1-hour, A-weighted equivalent sound level, $L_{eq(1)}$, is the energy average of the A-weighted sound levels occurring during a 1-hour period. The ordinance states that it is unlawful for any person to cause noise by any means to the extent that the 1–hour average sound level exceeds the applicable limit given for that land use. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts. Table 5-3, shows the exterior noise limits specified in the City's Noise Abatement and Control Ordinance.

Construction noise is regulated by Section 59.5.0404 of the SDMC, which states:

- It shall be unlawful for any person, between the hours of 7:00 P.M. of any day and 7:00 A.M. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays,

to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise…

- …it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 A.M. to 7:00 P.M.

Table 5-3
San Diego Property Line Noise Level Limits

Receiving Land Use Category	Noise Level [dB(A)]		
	7:00 A.M. to 7:00 P.M.	7:00 P.M. to 10:00 P.M.	10:00 P.M. to 7:00 A.M.
Single-family Residential	50	45	40
Multi-family Residential (up to a maximum density of 1 dwelling unit/2,000 square feet)	55	50	45
All Other Residential	60	55	50
Commercial	65	60	60
Industrial or Agricultural	75	75	75
SOURCE: City of San Diego Municipal Code Section 59.5.0401			

5.4 Air Quality

Motor vehicles are San Diego County's leading source of air pollution. In addition to these sources, other mobile sources include construction equipment, trains, and airplanes. Emission standards for mobile sources are established by state and federal agencies, such as the California Air Resources Board (CARB) and the U.S. EPA. Reducing mobile source emissions requires the technological improvement of existing mobile sources and the examination of future mobile sources, such as those associated with new or modification projects (e.g., retrofitting older vehicles with cleaner emission technologies). The State of California has developed statewide programs to encourage cleaner cars and cleaner fuels. Since 1996, smog-forming emissions from motor vehicles have been reduced by 15 percent, and the cancer risk from exposure to motor vehicle air toxics has been reduced by 40 percent. The regulatory framework described below details the federal and state agencies that are in charge of monitoring and controlling mobile source air pollutants and the measures currently being taken to achieve and maintain healthful air quality in the San Diego Air Basin (SDAB).

In addition to mobile sources, stationary sources also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the San Diego Air Pollution Control District (APCD).

The State of California is divided geographically into 15 air basins for managing the air resources of the state on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, are expected to have similar ambient air quality. If an air basin is not in

either federal or state attainment for a particular pollutant, the basin is classified as a moderate, serious, severe, or extreme non-attainment area for that pollutant (there is also a marginal classification for federal non-attainment areas). Once a non-attainment area has achieved the air quality standards for a particular pollutant, it may be redesignated to an attainment area for that pollutant. To be redesignated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the California Clean Air Act (CCAA). Areas that are redesignated to attainment are called maintenance areas.

5.4.1 Federal

Ambient Air Quality Standards (AAQS) represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. EPA developed primary and secondary national ambient air quality standards (NAAQS).

Six criteria pollutants of primary concern have been designated: ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead (Pb), and respirable particulate matter (PM_{10} and $PM_{2.5}$). The primary NAAQS "…in the judgment of the Administrator, based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health…" and the secondary standards "…protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air" [42 USC 7409(b)(2)]. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). The NAAQS are presented in Table 5-3.

5.4.2 State Regulations

5.4.2.1 California Air Resources Board

The CARB was established in 1967 to reduce air pollution throughout the state. CARB monitors air quality throughout the state, establishes fuel efficiency and pollution standards for all vehicles sold in California, sets air quality standards for major stationary facilities, and regulates emissions from portable equipment, among other duties. CARB is also the primary agency responsible for developing and enforcing California's GHG emissions reduction policies.

5.4.2.2 Criteria Pollutants

The U.S. EPA allows states the option to develop different (stricter) standards. The State of California has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more stringent limits on the criteria pollutants (see Table 5-4). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and

vinyl chloride (see Table 5-4). The CCAA, also known as the Sher Bill or California AB 2595, was signed into law on September 30, 1988, and became effective on January 1, 1989. The CCAA requires that districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures. The CCAA also requires that a district must:

1. Demonstrate the overall effectiveness of the air quality program;

2. Reduce non-attainment pollutants at a rate of five percent per year, or include all feasible measures and expeditious adoption schedule;

3. Ensure no net increase in emissions from new or modified stationary sources;

4. Reduce population exposure to severe non-attainment pollutants according to a prescribed schedule;

5. Include any other feasible controls that can be implemented, or for which implementation can begin, within ten years of adoption of the most recent air quality plan; and

6. Rank control measures by cost-effectiveness. The SDAB is a non-attainment area for the State O_3 standards, the State PM_{10} standard, and the State $PM_{2.5}$ standard.

Table 5-4
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10})[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		–		
Fine Particulate Matter ($PM_{2.5}$)[9]	24 Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m^3)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–	–	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m^3)	–	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	–	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[11]	–	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chroma-tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chroma-tography			

See footnotes on next page.

Table 5-4
Ambient Air Quality Standards

ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter; – = not applicable.

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

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

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

[4] Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.

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

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

[7] Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

[8] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[9] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standards of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

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

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

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

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

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

SOURCE: CARB 2016a.

5.4.2.3 Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (AB 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of toxic air contaminants and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels. The Children's Environmental Health Protection Act, California Senate Bill (SB) 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air monitoring network, and develop any additional air toxic control measures needed to protect children's health. Locally, toxic air pollutants are regulated through the San Diego APCD's Regulation XII.

Of particular concern statewide are diesel-exhaust particulate matter (DPM) emissions. DPM was established as a TAC in 1998 and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB and are listed as carcinogens either under the State's Proposition 65 or under the Federal Hazardous Air Pollutants program.

Following the identification of diesel particulate matter as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from diesel particulate matter. The overall strategy for achieving these reductions is found in the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles* (State of California 2000). A stated goal of the plan is to reduce the cancer risk statewide arising from exposure to diesel particulate matter 85 percent by 2020.

5.4.2.4 State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the State's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and

approval. The CARB then forwards SIP revisions to the U.S. EPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

The San Diego APCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The San Diego APCD adopts rules, regulations, and programs to attain state and federal air quality standards, and appropriates money (including permit fees) to achieve these objectives.

5.4.3 Local

5.4.3.1 San Diego Air Pollution Control District

The San Diego ACPD is the regional agency responsible for regulating air quality. Although San Diego APCD does not specifically provide land use guidance for San Diego communities, it establishes requirements for measures to reduce air pollutant emissions from industrial facilities, commercial processes, motor vehicles, and other sources, in cooperation with the SANDAG. Thus, while the San Diego APCD does not exercise specific land use authority, its policies can have land use implications with regard to how development occurs, including the encouragement of mixed-use development, in-fill development, jobs/housing balance, and limits on suburban growth that have a positive effect on air quality.

The San Diego APCD prepared the original 1991/1992 Regional Air Quality Strategy (RAQS) in response to requirements set forth in the CCAA. The CCAA requires areas that are designated state non-attainment areas for ozone, CO, SO_2, and NO_2 prepare and implement plans to attain the standards by the earliest practicable date. The CCAA does not provide guidance on timing or requirements for attaining the State PM_{10} and $PM_{2.5}$ standards. Attached as part of the RAQS are the Transportation Control Measures (TCMs) adopted by the SANDAG. Updates of the RAQS and corresponding TCMs are required every three years. The RAQS and TCM set forth the steps needed to accomplish attainment of state and federal AAQS. The most recent update of the RAQS and TCM occurred in 2016.

5.5 Historical and Tribal Cultural Resources

Federal, state, and local criteria have been established for the determination of historical resource significance. The criteria for determining a resource's significance generally focus on a resource's integrity and uniqueness, its relationship to similar resources, and its potential to contribute important information to scholarly research. Some resources that do not meet federal significance criteria may be considered significant under state or local criteria.

5.5.1 Federal

5.5.1.1 National Historic Preservation Act of 1966 and National Register of Historic Places

The National Historic Preservation Act of 1966 established the National Register of Historic Places (NRHP) as the official federal list of cultural resources that have been nominated by state offices for their significance at the local, state, or federal level. Listing on the NRHP provides recognition that a property is historically significant to the nation, state, or community. Properties listed (or potentially eligible for listing) on the NRHP must meet certain significance criteria and possess integrity of form, location, or setting. Barring exceptional circumstances, resources generally must be at least 50 years old to be considered for listing on the NRHP.

Criteria for listing on the NRHP are stated in Title 36, Part 60 of the Code of Federal Regulations (36 CFR 60). A resource may qualify for listing if there is quality of significance in American history, architecture, archaeology, engineering, and culture present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association; and where such resources:

- Are associated with events that have made a significant contribution to the broad patterns of history.
- Are associated with the lives of persons significant in the past.
- Embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.
- Have yielded, or may be likely to yield, information important in prehistory or history.

Eligible properties must meet at least one of the NRHP criteria and exhibit integrity, measured by the degree to which the resource retains its historical properties and conveys its historical character, the degree to which the original historic fabric has been retained, and the reversibility of changes to the property. The fourth criterion is typically reserved for archaeological and paleontological resources. These criteria have largely been incorporated into the California Environmental Quality Act (CEQA) Guidelines (Section 15065.5), as well.

5.5.1.2 Native American Involvement

Native American involvement in the development review process is addressed by several federal and state laws. The most notable of these are the California Native American Graves Protection and Repatriation Act (2001) and the federal Native American Graves Protection and Repatriation Act (1990). These acts ensure that Native American human remains and cultural items be treated with respect and dignity. In addition, SB 18 details requirements for local agencies to consult with identified California Native American Tribes during the development process.

At the local level, Policy HP-A.5.e of the Historic Preservation Element in the General Plan states that Native American monitors should be included during all phases of the investigation of archaeological resources. This would include surveys, testing, evaluations, data recovery phases, and construction monitoring.

5.5.2 State

5.5.2.1 California Environmental Quality Act

For the purposes of CEQA, a significant historical resource is one that qualifies for the California Register of Historic Resources (CRHR) or is listed in a local historic register or deemed significant in an historical resources survey, as provided under Section 5025.1(g) of the Public Resources Code. A resource that is not listed in or is not determined to be eligible for listing in the CRHR, is not included in a local register or historic resources, or is not deemed significant in an historical resources survey may nonetheless be deemed significant by a CEQA lead agency.

As indicated above, the California criteria (State CEQA Guidelines Section 15065.5) for the registration of significant architectural, archaeological, and historical resources on the CRHR are nearly identical to those for the NRHP. Furthermore, CEQA Section 21083.2(g) defines the criteria for determining the significance of archaeological resources. These criteria include definitions for a "unique" resource, based on its:

- Containing information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Having a special and particular quality such as being the oldest or best available example of its type.
- Being directly associated with a scientifically recognized important prehistoric or historic event or person.

5.5.2.2 California Register of Historic Resources (Public Resources Code Section 5020 et seq.)

Properties listed, or formally designated eligible for listing, on the NRHP are automatically listed on the CRHR as are State Historical Landmarks and Points of Interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

5.5.2.3 Native American Burials (Public Resources Code Section 5097 et seq.)

State law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and designates the Native American Heritage Commission (NAHC) to resolve disputes regarding the

disposition of such remains. In addition, the Native American Historic Resource Protection Act makes it a misdemeanor punishable by up to a year in jail to deface or destroy an Indian historic or cultural site that is listed or may be eligible for listing in the CRHR.

5.5.3.4 Senate Bill 18

Native American involvement in the planning and development review process is addressed by several state laws. The most notable of the state laws is SB 18, which includes detailed requirements for local agencies to consult with identified California Native American Tribes early in the planning and/or development process.

5.5.2.5 Assembly Bill 52

On September 25, 2014, Governor Brown signed AB 52, which created the new category of "tribal cultural resources" that must be considered under CEQA. AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a project if they have requested notice of projects proposed within that area. If the tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe. AB 52 also provides a list of recommended mitigation measures to be included in the environmental document.

5.5.3 Local

5.5.3.1 City of San Diego Municipal Code: Historical Resources Regulations

In January 2000, the City's Historical Resources Regulations, part of the SDMC (Chapter 14, Article 3, Division 2: Purpose of Historical Resources Regulations or Sections 143.0201-143.0280), were adopted, providing a balance between sound historic preservation principles and the rights of private property owners. The regulations have been developed to implement applicable local, state, and federal policies and mandates. Included in these are the City's General Plan, CEQA, and Section 106 of the National Historic Preservation Act of 1966. Historical resources, in the context of the City's regulations, include site improvements, buildings, structures, historic districts, signs, features (including significant trees or other landscaping), places, place names, interior elements and fixtures designated in conjunction with a property, or other objects historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance to the citizens of the City. These include structures, buildings, archaeological sites, objects, districts, or landscapes having physical evidence of human activities. These are usually over 45 years old, and they may have been altered or still be in use.

Historic Resources Guidelines are incorporated in the LDC by reference. These guidelines set up a Development Review Process to review projects in the City. This process is composed of two aspects: the implementation of the Historical Resources Regulations and the determination of impacts and mitigation under CEQA.

Compliance with the Historical Resources Regulations begins with the determination of the need for a site-specific survey for a project. Section 143.0212(b) of the regulations requires that historical resource sensitivity maps be used to identify properties in the City that have a probability of containing archaeological sites. These maps are based on records maintained by the South Coastal Information Center of the California Historic Resources Information System and San Diego Museum of Man, as well as site-specific information in the City's files. If records show an archaeological site to exist on or immediately adjacent to a subject property, the City shall require a survey. In general, archaeological surveys are required when the proposed development is on a previously undeveloped parcel, if a known resource is recorded on the parcel or within a one-mile radius, or if a qualified consultant or knowledgeable City staff member recommends it. A historic property (built environment) survey can be required on a project if the properties are over 45 years old and appear to have integrity of setting, design, materials, workmanship, feeling, and association.

Section 143.0212(d) of the regulations states that if a property-specific survey is required, it shall be conducted according to the guidelines criteria. Using the survey results and other available applicable information, the City shall determine whether a historical resource exists, whether it is eligible for designation as a designated historical resource, and precisely where it is located.

5.5.3.2 Historical Resources Register

As compared to CEQA, the City provides a broader set of criteria for eligibility for the City's Historical Resources Register. As stated in the City's Historical Resources Guidelines, "Any improvement, building, structure, sign, interior element and fixture, feature, site, place, district, area, or object may be designated as historic by the City of San Diego Historical Resources Board if it meets any of the following criteria:"

- Exemplifies or reflects special elements of the City's, a community's, or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development;
- Is identified with persons or events significant in local, State, or national history;
- Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;
- Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman;
- Is listed or has been determined eligible by National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the State Historic Preservation Office (SHPO) for listing on the State Register of Historical Resources; or
- Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest, or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

5.5.3.3 General Plan Historic Preservation Element

The Historic Preservation Element of the General Plan provides guidance on archaeological and historic site preservation in the City, including the roles and responsibilities of the Historical Resources Board (HRB), the status of cultural resource surveys, the Mills Act, conservation easements, and other public preservation incentives and strategies. A discussion of criteria used by the HRB to designate landmarks is included, as is a list of recommended steps to strengthen historic preservation in the City. The element sets a series of goals for the City for the preservation of historic resources, and the first of these goals is to preserve significant historical resources. These goals are realized through implementation of policies that encourage the identification and preservation of historical resources.

City General Plan Policies HP-A.1 through HP-A.5 are associated with the overall identification and preservation of historical resources. This includes policies to provide for comprehensive historic resource planning and integration of such plans within City land use plans. These policies also focus on coordinated planning and preservation of tribal resources, promoting the relationship with the Kumeyaay/Diegueño tribes. Historic Preservation policies HP-B.1 through HP-B.4 address the benefits of historical preservation planning and the need for incentivizing maintenance, restoration, and rehabilitation of designated historical resources. This is proposed to be completed through a historic preservation sponsorship program and through cultural heritage tourism.

5.6 Paleontological Resources

Under California law, paleontological resources are protected by CEQA; the CCR, Title 14, Division 3, Chapter 1, Sections 4307 and 4309; and Public Resources Code Section 5097.5. Pursuant to Section 15065 of the CEQA Guidelines (CCR Sections 15000–15387), a lead agency must find that a project would have a significant effect on the environment when the project has the potential to eliminate important examples of the major periods of California prehistory, including significant paleontological resources. The City's Paleontological Guidelines (July 2002) and CEQA Significance Determination Thresholds (July 2016) are used to make this determination.

5.7 Visual Effects and Neighborhood Character

5.7.1 State

5.7.1.1 California Scenic Highways Program

Recognizing the value of scenic areas and the value of views from roads in such areas, the California State Legislature established the California Scenic Highway Program in 1963. This legislation sees scenic highways as "a vital part of the all-encompassing effort...to protect and enhance California's beauty, amenity and quality of life." Under this program, a number of state highways have been designated as eligible for inclusion as scenic routes. There are no officially designated State Scenic Highways within the vicinity of the Specific Plan area

5.7.2 Local

5.7.2.1 City Of San Diego General Plan

The General Plan includes citywide design goals and policies regarding visual elements that complement the goals for pedestrian-oriented and walkable villages from the City of Villages strategy. A village environment includes high-quality public spaces, civic architecture, and the enhancement of visual quality of all types of development.

The Urban Design Element of the General Plan establishes a set of design principles from which future physical design decisions can be based. Policies call for respecting San Diego's natural topography and distinctive neighborhoods, providing public art, and encouraging the development of walkable, transit-oriented communities.

In its introduction, the Urban Design Element of the General Plan states:

> As the availability of vacant land becomes more limited, designing infill development and redevelopment that builds upon our existing communities becomes increasingly important. A compact, efficient, and environmentally sensitive pattern of development becomes increasingly important as the City continues to grow. In addition, future development should accommodate and support existing and planned transit service (City of San Diego 2008).

The General Plan Urban Design Element policies relevant to planning at a Specific Plan level involve architectural and landscape elements, as well as the design of transit, parking, and residential. This element also contains policies related to public spaces and cultural amenities that contribute to the character of neighborhoods.

5.7.2.2 Clairemont Mesa Community Plan

The Clairemont Mesa Community Plan includes goals and objectives that serve to preserve and enhance natural communities within the plan area. The Primary Goal for open space and environmental resources directs the Community Plan to provide an open space system that preserves existing canyons and hillsides and dedicate open space areas as infill development occurs in the community. Objective 1 under this Goal is to "Preserve and enhance Marian Bear Memorial Park, Tecolote Canyon Natural Park, Stevenson Canyon and the designated finger canyons as important features providing visual open space and community identity."

The Community Plan includes an Urban Design Element, which identifies Clairemont Mesa's distinctive image and how this image can be preserved and translated into the built environment. Recommendations address how planning, design, and the development of the physical environment will be compatible with the community's image.

5.7.2.3 Linda Vista Community Plan

The Linda Vista Community Plan includes a number of goals and policies within the Commercial/Industrial Land Use Element and the Open Space Element that pertain to visual resources. Goal 3 of the Commercial/Industrial Land Use Element seeks to "ensure that development in the Morena area presents a positive visual image to viewers from Interstate 5, Pacific Highway, Interstate 8, and Mission Bay Park." Goal 2 of the Open Space Element seeks to "protect public views to and from Tecolote Canyon and ensure that development adjacent to the canyon is visually compatible with the natural state of the canyon. In addition, Policy 3 of the Open Space Element states that "New development adjacent to Tecolote Canyon should incorporate sensitive grading techniques, should set back from the rim of the canyon, and provide breaks between structures. Structures visible from the canyon should maintain a low profile so as not to be visually prominent from the canyon floor. Building materials which blend with the canyon should be used."

According to the Urban Design Element, the Linda Vista Community Plan area does not have a uniform communitywide design character. Rather, each neighborhood projects a character based on the age of the structures. The Urban Design Element identifies four goals, which are to: enhance the role of Linda Vista Plaza as the community center; maintain the non-obtrusive appearance of development adjacent to Tecolote Canyon; upgrade the appearance of existing older residential neighborhoods; and promote a cohesive image for the Morena business area.

5.8 Greenhouse Gas Emissions

In response to rising concern associated with increasing GHG emissions and global climate change impacts, several plans and regulations have been adopted at the national, state, and local levels with the aim of reducing GHG emissions. Important federal, state, and local plans and regulations are summarized below.

5.8.1 Federal

The federal government, U.S. EPA, and other federal agencies have many federal level programs and projects to reduce GHG emissions. In June 2012, the Council on Environmental Quality (CEQ) revised the Federal Greenhouse Gas Accounting and Reporting Guidance originally issued in October 2010. The CEQ guidance identifies ways in which federal agencies can improve consideration of GHG emissions and climate change for federal actions. The guidance states that National Environmental Policy Act (NEPA) documents should provide decision makers with relevant and timely information and should consider (1) GHG emissions of a Proposed Action and alternative actions, and (2) the relationship of climate change effects to a Proposed Action or alternatives. Specifically, if a Proposed Action would be reasonably anticipated to cause direct emissions of 25,000 metric tons of carbon dioxide equivalent (MT CO_2E) of GHG emissions on an annual basis, agencies should consider this as an indicator that a quantitative assessment may be meaningful to decision makers and the public (CEQ 2012).

5.8.1.1 Environmental Protection Agency

The U.S. EPA has many federal level programs and projects to reduce GHG emissions. The U.S. EPA provides technical expertise and encourages voluntary reductions from the private sector. One of the voluntary programs applicable to the proposed project is the Energy Star program.

Energy Star is a joint program of U.S. EPA and the U.S. Department of Energy, which promotes energy-efficient products and practices. Tools and initiatives include the Energy Star Portfolio Manager, which helps track and assess energy and water consumption across an entire portfolio of buildings, and the Energy Star Most Efficient 2013, which provides information on exceptional products that represent the leading edge in energy efficient products in the year 2013 (U.S. EPA 2013).

The U.S. EPA also collaborates with the public sector, including states, tribes, localities, and resource managers, to encourage smart growth, sustainability preparation, and renewable energy and climate change preparation. These initiatives include the Clean Energy – Environment State Partnership Program, the Climate Ready Water Utilities Initiative, the Climate Ready Estuaries Program, and the Sustainable Communities Partnership (U.S. EPA 2014).

5.8.1.2 Corporate Average Fuel Economy Standards

The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the United States. While the standards had not changed since 1990, as part of the Energy and Security Act of 2007, the CAFE standards were increased in 2007 for new light-duty vehicles to 35 miles per gallon (mpg) by 2020. In May 2009, plans were announced to further increase CAFE standards to require light-duty vehicles to meet an average fuel economy of 35.5 mpg by 2016. In August 2012, fuel economy standards were further increased to 54.5 mpg for cars and light-duty trucks by Model Year 2025. This will nearly double the fuel efficiency of those vehicles compared to new vehicles currently on our roads. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

5.8.2 State

The State of California has adopted a number of plans and regulations aimed at identifying statewide and regional GHG emissions caps, GHG emissions reduction targets, and actions and timelines to achieve the target GHG reductions.

5.8.2.1 Executive Orders and Statewide GHG Emission Targets

a. S-3-05

This Executive Order (EO) established the following GHG emission reduction targets for the State of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels;
- by 2050, reduce GHG emissions to 80 percent below 1990 levels.

This EO also directs the secretary of the California Environmental Protection Agency to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006 and has been updated every two years.

b. B-30-15

This EO, issued on April 29, 2015, establishes an interim GHG emission reduction goal for the state of California by 2030 of 40 percent below 1990 levels. This EO also directed all state agencies with jurisdiction over GHG emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05. Additionally, this EO directed CARB to update its Climate Change Scoping Plan to address the 2030 goal.

5.8.2.2 California Global Warming Solutions Act

In response to EO S-3-05, the California Legislature passed AB 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code (H&SC). The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009 indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

Approved in September 2016, SB 32 updates the California Global Warming Solutions Act of 2006 and enacts EO B-30-15. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. In implementing the 40 percent reduction goal, CARB is required to prioritize emissions reductions to consider the social costs of the emissions of GHGs; where “social costs” is defined as “an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year.”

5.8.2.3 Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, in 2008, CARB adopted the *Climate Change Scoping Plan: A Framework for Change* (*Scoping Plan*), which identifies the main strategies California will implement to achieve the GHG reductions necessary to reduce forecasted business as usual (BAU) emissions in 2020 to the state's historic 1990 emissions level (CARB 2008). In November 2017, CARB released the 2017 Climate Change Scoping Plan Update, the Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan; CARB 2017b). The 2017 Scoping Plan identifies state strategies for achieving the state's 2030 interim GHG emissions reduction target codified by SB 32. Measures under the 2017 Scoping Plan Scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, Renewables Portfolio Standard, Sustainable Communities Strategy, Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. Additionally the 2017 Scoping Plan proposes new policies to address GHG emissions from natural and working lands.

5.8.2.4 Regional Emissions Targets – Senate Bill 375

SB 375, the 2008 Sustainable Communities and Climate Protection Act, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires MPOs to adopt a Sustainable Communities Strategy or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan. SANDAG is the San Diego region's MPO. In 2010, CARB set targets for the SANDAG region of a 7 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020 and a 13 percent reduction by 2035. These targets are periodically reviewed and updated. CARB's currently proposed targets for the SANDAG region are a reduction of 15 percent by 2020 and 21 percent by 2035.

5.8.2.5 Renewables Portfolio Standard

The Renewables Portfolio Standard (RPS) promotes diversification of the State's electricity supply and decreased reliance on fossil fuel energy sources. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. In September 2015, the California Legislature passed SB 350, which increases California's renewable energy mix goal to 50 percent by year 2030. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.

5.8.2.6 Assembly Bill 341 – Solid Waste Diversion

The Commercial Recycling Requirements mandate that businesses (including public entities) that generate 4 cubic yards or more of commercial solid waste per week and multi-family residential with five units or more arrange for recycling services. Businesses can take one or any combination of the following in order to reuse, recycle, compost, or otherwise divert solid waste from disposal.

Additionally, AB 341 mandates that 75 percent of the solid waste generated be reduced, recycled, or composted by 2020.

5.8.2.7 California Code of Regulations, Title 24 – California Building Code

The California Code of Regulations, Title 24, is referred to as the CBC. It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to GHG reductions are the CBC's energy efficiency and green building standards as outlined below.

a. Title 24, Part 6 – Energy Efficiency Standards

The California Code of Regulations, Title 24, Part 6 is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code). This Code, originally enacted in 1978, establishes energy efficiency standards for residential and non-residential buildings to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficient technologies and methodologies as they become available, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current version of the Energy Code, known as 2016 Title 24, or the 2016 Energy Code, became effective January 1, 2017. The 2016 Energy Code provides mandatory energy efficiency measures as well as voluntary tiers for increased energy efficiency. The California Energy Commission (CEC), in conjunction with the California Public Utilities Commission (CPUC), has adopted a goal that all new residential and commercial construction achieve zero net energy by 2020 and 2030, respectively. It is expected that achievement of the zero net energy goal will occur via revisions to the Title 24 standards.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The compliance reports must demonstrate a building's energy performance through use of CEC approved energy performance software that shows iterative increases in energy efficiency given the selection of various heating, ventilation, and air conditioning; sealing; glazing; insulation; and other components related to the building envelope.

The next version of the Energy Code, known as the 2019 Energy Code, was adopted May 9, 2018 and will take effect on January 1, 2020. The 2019 Energy Code will include provisions for smart residential photovoltaic (PV) systems, updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa), residential and nonresidential ventilation requirements, and nonresidential lighting requirements. The new Energy Code aims to reduce energy use in new homes by requiring that all new homes include individual or community solar PV systems or community shared battery storage system that achieves equivalent time-dependent value (TDV) energy use reduction. Accounting for solar PV requirements, the CEC's preliminary estimates indicate that homes built consistent under the 2019 Energy Code will result in 53 percent less energy use than those built under the 2016 standards.

b. Title 24, Part 11 – California Green Building Standards

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The 2016 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- Outdoor water use requirements as outlined in Model Water Efficient Landscape Ordinance emergency standards
- 20 percent mandatory reduction in indoor water use relative to specified baseline levels;
- 65 percent construction/demolition waste diverted from landfills;
- Infrastructure requirements for electric vehicle charging stations;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards.

Similar to the reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water reduction requirements must be demonstrated through completion of water use reporting forms for new low-rise residential and non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

5.8.3 Local

5.8.3.1 San Diego Forward: The Regional Plan

Refer to Section 5.1.5 for a discussion of SANDAG's San Diego Forward: The Regional Plan.

5.8.3.2 City of San Diego General Plan (2008)

The City's General Plan includes several climate change-related policies aimed at reducing GHG emissions from future development and City operations. For example, Conservation Element policy CE-A.2 aims to "reduce the City's carbon footprint" and to "develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth" related to climate change. The Land Use and Community Planning Element, the Mobility Element, the Urban Design Element, and the Public Facilities, Services, and Safety Element also identify GHG reduction and climate change adaptation goals. These elements contain policy language related to sustainable land use patterns, alternative modes of transportation, energy efficiency, water conservation, waste reduction, and greater landfill efficiency. The overall intent of these policies is to

support climate protection actions, while retaining flexibility in the design of implementation measures, which could be influenced by new scientific research, technological advances, environmental conditions, or state and federal legislation.

One specific concept introduced in the General Plan is the aforementioned City of Villages strategy, which proposes growth to be directed into pedestrian-friendly mixed-use activity centers linked to an improved regional transit system. The City of Villages strategy shifts the focus of land use policies to encourage infill development and reinvest in existing communities. Locating different land uses types near one another can decrease mobile emissions. Thus, the development of dense urban "villages" would generate less GHG emissions. The City of Villages strategy can be seen as an effort to avoid what is commonly referred to as "urban sprawl".

Cumulative impacts of GHG emissions were qualitatively analyzed and determined to be significant and unavoidable in the PEIR for the General Plan. A PEIR Mitigation Framework was included that indicated that "for each future project requiring mitigation (measures that go beyond what is required by existing programs, plans, and regulations), project-specific measures will [need to] be identified with the goal of reducing incremental project-level impacts to less than significant; or the incremental contributions of a project may remain significant and unavoidable where no feasible mitigation exists".

5.8.3.3 Climate Action Plan

In December 2015, the City adopted its Climate Action Plan (CAP) (City of San Diego 2015). The CAP identifies measures to meet GHG emissions reduction targets for 2020 and 2035. The CAP consists of a 2010 inventory of GHG emissions, a business-as-usual (BAU) projection for emissions in 2020 and 2035, state targets, and emission reductions with implementation of the CAP. The City identifies GHG reduction strategies focusing on energy- and water-efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste; and climate resiliency. Accounting for future population and economic growth, the City projects GHG emissions to be approximately 15.9 million metric tons of carbon dioxide equivalent (MMT CO_2E) in 2020 and 16.7 MMT CO_2E in 2035. To achieve its proportional share of the state reduction targets for 2020 (AB 32) and 2050 (EO S-3-05), the City would need to reduce emissions below the 2010 baseline by 15 percent in 2020 and 50 percent by 2035. To meet these goals, the City must implement strategies that reduce emissions to approximately 11.0 MMT CO_2E in 2020 and 6.5 MMT CO_2E in 2035. Through implementation of the CAP, the City is projected to reduce emissions even further below targets by 1.2 MMT CO_2E by 2020 and 205,462 MT CO_2E by 2035.

As a means to implement the CAP, the City created a CAP Consistency Checklist utilized by projects to assure compliance with the measures identified in the CAP.

5.9 Energy

5.9.1 Federal

5.9.1.1 Energy Policy and Conservation Act

The Energy Policy and Conservation Act was enacted in 1975. It established a number of federal programs that play a key role in reducing energy use, most notably the CAFE standards and the Energy Conservation Program for Consumer Products. The CAFE standards establish minimum fuel efficiency requirements for cars and light trucks (e.g., vans, pickup trucks, and sports utility vehicles [SUVs]) sold in the United States and have been strengthened multiple times since their adoption. The Energy Conservation Program for Consumer Products sets energy efficiency standards for certain types of appliances, including air conditioners, refrigerators, water heaters, clothes washers, and dishwashers.

The federal CAFE standards determine the fuel efficiency of certain vehicle classes in the United States. Current CAFE standards require vehicle manufacturers of passenger cars and light-duty trucks to achieve an average fuel economy of 35.5 miles per gallon (mpg) as of 2016 and an average fuel economy of 54.5 mpg by 2025.

5.9.1.2 Energy Independence and Security Act

The Energy Independence and Security Act was enacted in 2007 and contains four key titles to promote energy efficiency and renewable energy generation. Titles 1 and 2 increase the federal CAFE standards, promote renewable energy use in vehicles, and create incentive programs for hybrid vehicles. Title 3 strengthens energy efficiency standards for various appliances and light bulbs, including requiring the phasing out of outdated and inefficient incandescent light bulbs. Title 4 promotes energy efficiency in buildings by establishing several educational and incentive programs.

5.9.2 State

5.9.2.1 California Code of Regulations, Title 24 – California Building Code

Refer to 5.8.2.7 for a discussion of these regulations as they relate to energy.

5.9.2.2 California Code of Regulations, Title 24, Part 11 – California Green Building Standards Code

The 2016 CALGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of

residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

5.9.2.3 California Appliance Efficiency Regulations

California's Appliance Efficiency Regulations, also known as Title 20, establish minimum energy efficiency standards for new appliances sold in California. It covers numerous appliances, including many not covered by the federal Energy Conservation Program for Consumer Products efforts. This includes computers, televisions, refrigerators, and air conditioners, among many others. The standards are developed and enforced by the CEC. Standards for individual equipment types are updated as needed.

5.9.2.4 Senate Bills 1078, 107, X1-2, and Executive Order S-14-08

A major component of California's Renewable Energy Program is the RPS established under SBs 1078 and 107. Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. EO S-14-08 was signed in November 2008, which expanded the State's Renewable Energy Standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SBX1-2). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects, because electricity production from renewable sources is generally considered carbon neutral.

5.10 Health and Safety

Hazardous materials and hazardous wastes are extensively regulated by federal, state, local regulations, with the major objective of protecting public health and the environment. In general, these regulations provide definitions of hazardous substances; identify responsible parties; establish reporting requirements; set guidelines for handling, storage, transport, remediation, and disposal of hazardous materials and wastes; and require health and safety provisions for both workers and the public, such as emergency response and worker training programs. A number of regulations to protect health and safety related to wildfire hazards are also in place, as detailed below.

5.10.1 Federal

5.10.1.1 Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) of 1976 is the principal federal law that regulates the generation, management, and transportation of waste. Hazardous waste management includes the treatment, storage, or disposal of hazardous waste. RCRA gave the U.S. EPA the authority to control hazardous waste from "cradle to grave," that is, from generation to transportation, treatment, storage, and disposal. RCRA also set forth a framework for the management of nonhazardous wastes. The 1986 amendments to RCRA enabled the U.S. EPA to address environmental problems that could result from underground tanks storing petroleum and

other hazardous substances. It should be noted that RCRA focuses only on active and future facilities and does not address abandoned or historical sites.

5.10.1.2 Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 was enacted to protect water, air, and land resources from the risks created by past chemical disposal practices such as abandoned and historical hazardous waste sites. Through the act, the U.S. EPA was given power to seek out the parties responsible for any release and assure their cooperation in the cleanup. CERCLA created a tax on the chemical and petroleum industries that went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites, commonly known as the Superfund. CERCLA also authorized the revision of the National Contingency Plan, which provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The National Contingency Plan also established the National Priority List (NPL) of sites, which are known as Superfund sites.

5.10.1.3 Toxic Substances Control Act

The Toxic Substances Control Act of 1976 was enacted by Congress to give the U.S. EPA the ability to track over 75,000 industrial chemicals currently produced or imported into the United States. The U.S. EPA repeatedly screens these chemicals and can require reporting or testing of any that may pose an environmental or human health hazard. It can ban the manufacture and import of those chemicals that pose an unreasonable risk. The U.S. EPA also has mechanisms in place to track the thousands of new chemicals that industry develops each year with either unknown or dangerous characteristics and it control these chemicals as necessary to protect human health and the environment. The act supplements other federal statutes, including the CAA and the Toxics Release Inventory under Emergency Planning and Community Right-to-Know Act.

5.10.1.4 Accidental Release Prevention Program

Title 40, Part 68 of the CFR is the federal Accidental Release Prevention Program that lists regulated toxic and flammable substances and sets requirements concerning the prevention of accidental releases. It sets threshold quantities of regulated substances at which owners or operators of a stationary source are required to prepare risk management plans. These risk management plans must contain an assessment of the risks of accidental release, prevention measures, emergency response procedures, employee training, record keeping, and incident investigations.

5.10.1.5 Hazardous Materials Transportation Regulations

The Hazardous Materials Transportation Act and Hazardous Materials Transportation Uniform Safety Act provide regulatory and enforcement authority to the Secretary of Transportation to reduce risks to life and property from hazards associated with the transport of hazardous materials. These acts promote uniformity among different state and local highway routing regulations to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to

regulate the transport of radioactive materials. The CFR (Title 49, Parts 172, 173, 177, and 397) contains the rules for labeling, packing, shipping, and transporting hazardous materials, including medical waste.

5.10.2 State

5.10.2.1 California Code of Regulations Title 22

The CCR Title 22 provides the following definition of hazardous materials:

> A hazardous material is a substance or combination of substances which, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either (1) cause or significantly contribute to an increase in mortality or an increase in serious, irreversible or incapacitating irreversible illness; or (2) pose a substantial present or potential hazard to human health and safety, or the environment when improperly treated, stored, transported or disposed of. Hazardous materials include waste that has been abandoned, discarded, or recycled on the property and as a result represents a continuing hazard as the development is proposed. Hazardous materials also include any contaminated soil or groundwater.

Title 22 also provides standards applicable to generators and transporters or hazardous wastes, as well as standards for operators or hazardous waste transfer facilities, among other regulations.

5.10.2.2 Hazardous Materials Release Response Plans and Inventory

Two programs in the California H&SC Chapter 6.95 are directly applicable to the CEQA issue of risk due to hazardous substance release. In San Diego County, these two programs are referred to as the Hazardous Materials Business Plan (HMBP) program and the California Accidental Release Prevention Program (CalARP). The County of San Diego's Department of Environmental Health (DEH) is responsible for the implementation of the HMBP program and CalARP in San Diego County. The HMBP and CalARP programs provide threshold quantities for regulated hazards substances. When the indicated quantities are exceeded, an HMBP or Risk Management Plan (RMP) is required pursuant to the regulations. Congress requires the U.S. EPA Region 9 to make RMP information available to the public through the U.S. EPA's Envirofacts Data Warehouse. The Envirofacts Data Warehouse is considered the single point of access to select U.S. EPA's environmental data. California H&SC Section 25270, the Aboveground Petroleum Storage Act, requires registration and spill prevention programs for above ground storage tanks (ASTs) that store petroleum. In some cases, ASTs for petroleum may be subject to groundwater monitoring programs that are implemented by the Regional Water Quality Control Boards (RWQCBs) and the State Water Resources Control Board (SWRCB).

5.10.2.3 Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including California EPA, the California Highway Patrol, (CDFW, and RWQCB.

5.10.2.4 California Department of Toxic Substances Control

Within California EPA, the California Department of Toxic Substances Control (DTSC) has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the management of hazardous materials and the generation, transport and disposal of hazardous waste under the authority of the Hazardous Waste Control Law. Since August 1, 1992, the DTSC has been authorized to implement the state's hazardous waste management program for the California EPA.

The DTSC is responsible for compiling a list of hazardous materials site pursuant to Government Code Section 65962.5, which includes five categories:

- Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the health and safety code;
- Land designated as "hazardous waste property" or "border zone property;"
- Properties with hazardous waste disposals on public land;
- Hazardous substance release sites selected for (and subject to) a response action; and
- Sites included in the Abandoned Site Assessment Program.

5.10.2.5. Hazardous Materials Transportation

Section 31303 of the California Vehicle Code and U.S. Department of Transportation (U.S. DOT) regulations state that hazardous materials being directly transported from one location to another ("through-transport") must use routes with the least overall travel time (e.g., major roadways/highways instead of local streets). The California Highway Patrol and Caltrans are the enforcement agencies for hazardous materials transportation regulations. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations.

5.10.2.6 California Underground Storage Tank Regulations

The California Underground Storage Tank Regulations (CCR Title 23, Chapter 16) includes guidelines and standards to protect waters from hazardous substance discharges from underground storage tanks (USTs). The regulations establish construction requirements for new USTs; establish separate

monitoring requirements for new and existing USTs; establish uniform requirements for unauthorized release reporting and for the repair, upgrade, and closure of USTs; and specify variance request procedures. It requires responsible parties to remediate any unauthorized releases from USTs.

5.10.3 Local

5.10.3.1 County of San Diego Department of Environmental Health

The Hazardous Materials Division (HMD) of DEH regulates hazardous waste and tiered permitting, USTs, aboveground petroleum storage and risk management plans, hazardous materials business plans and chemical inventory, risk management plans, and medical waste. The HMD's goal is "to protect human health and the environment by ensuring that hazardous materials, hazardous waste, medical waste, and underground storage tanks are properly managed" (County of San Diego 2016).

5.10.3.2 County of San Diego Consolidated Fire Code

The San Diego region is unique within California in having fire protection districts within its boundaries. For the purposes of prescribing regulations in the unincorporated area of San Diego County, the applicable fire code is known as the County Fire Code and includes the Consolidated Fire Code and adopts, by reference, the most current version of the California Fire Code (CCR T- 24 part 9). The Consolidated Fire Code consists of local Fire Protection District ordinances that have modified the Fire Code portion of the State Building Standards Code and any County of San Diego modification to the Fire Districts' amendments. The purpose of the Code is for the protection of the public health and safety, which includes permit and inspection requirements for the installation, alteration, or repair of new and existing fire protection systems, and penalties for violations of the Code. The Code provides the minimum requirements for access, water supply and distribution, construction type, fire protection systems, and vegetation management. Additionally, the Fire Code regulates hazardous materials and associated measures to ensure that public health and safety are protected from incidents to hazardous substance release.

5.10.3.3 California EPA's Unified Program

In 1993, SB 1082 gave California EPA the authority and responsibility to establish a unified hazardous waste and hazardous materials management and regulatory program, commonly referred to as the Unified Program. The purpose of this program is to consolidate and coordinate six different hazardous materials and hazardous waste programs, and to ensure that they are consistently implemented throughout the state. California EPA oversees the Unified Program with support from the DTSC, RWQCBs, the San Diego County Office of Emergency Services (OES), and the State Fire Marshal.

State law requires county and local agencies to implement the Unified Program. The agency in charge of implementing the program is called the Certified Unified Program Agency (CUPA). The County of San Diego DEH, Hazardous Materials Division is the designated CUPA for the county. In addition to the CUPA, other local agencies help to implement the Unified Program. These agencies

are called Participatory Agencies. The HMD is the Participatory Agency for San Diego County.

5.10.3.4 San Diego County Multi-Jurisdictional Hazard Mitigation Plan

Long-term prevention, mitigation efforts and risk-based preparedness for specific hazards within the city are addressed as a part of the 2010 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (MHMP), which was finalized in February 2010. The MHMP identifies specific risks for San Diego County and provides methods to help minimize damage caused by natural and man-made disasters. The final list of hazards profiled for San Diego County was determined as wildfire/structure fire, flood, coastal storms/erosion/tsunami, earthquake/liquefaction, rain-induced landslide, dam failure, hazardous materials incidents, nuclear materials release, and terrorism. The plan is currently being reviewed and revised to reflect changes to both the hazards threatening San Diego County as well as the programs in place to minimize or eliminate those hazards. This revision will include an evaluation of the impact climate change is having on the natural hazards facing San Diego. The San Diego County OES is responsible for coordinating with local jurisdictions and participating agencies to monitor, evaluate, and update the MHMP as necessary.

5.10.3.5 San Diego County Operational Area Emergency Plan

The 2010 San Diego County Operational Area Emergency Plan describes a comprehensive emergency management system which provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the sources of outside support that might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies and the private sector.

5.10.3.6 City of San Diego General Plan

The City's General Plan presents goals and policies relating to hazardous materials and disaster preparedness in the Public Facilities, Services, and Safety Element.

5.10.3.7 City of San Diego Municipal Code, Hazardous Materials and Brush Management Regulations

The SDMC includes general hazardous materials regulations (Sections 42.0801, 42.0901, and 54.0701) as well as regulations regarding specific hazardous materials such as explosives (Section 55.3301).

The SDMC includes regulations pertaining to brush management (Section 142.0412) and construction materials for development near open space (Chapter 14, Article 5) to minimize fire risk. Brush management is required in all base zones on publicly or privately owned premises that are within 100 feet of a structure and contain native or naturalized vegetation. The City requires

submittal of Brush Management Plans for all new development, which are intended to reduce the risk of significant loss, injury, or death involving wildland fires. Unless otherwise approved by the City Fire Marshal, the brush management plans for all future development would consist of two separate and distinct zones as follows:

- Zone One would consist of the area adjacent to structures where flammable materials would be minimized through the use of pavement and/or permanently irrigated ornamental landscape plantings. This zone would not be allowed on slopes with a gradient greater than 4:1.

- Zone Two would consist of the area between Zone One and any area of native or non-irrigated vegetation and shall consist of thinned native or naturalized vegetation.

5.11 Hydrology and Water Quality

There are federal, state, and local regulations that impose requirements on new development for erosion control, control of runoff contaminants, and control of direct discharge of pollutants that impact water quality. These laws, regulations, and standards are summarized below.

5.11.1 Federal

5.11.1.1 Clean Water Act

The Clean Water Act (33 U.S.C. §1251 et seq.) (1972) is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The Clean Water Act established basic guidelines for regulating discharges of pollutants into the waters of the United States and requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the Clean Water Act.

Section 401 of the Clean Water Act requires that any applicant for a Federal permit to conduct any activity, including the construction or operation of a facility which may result in the discharge of any pollutant, must obtain certification from the state. Section 402 of the Clean Water Act established the National Pollutant Discharge Elimination System (NPDES) to regulate the discharge of pollutants from point sources, and Section 404 established a permit program to regulate the discharge of dredged material into Waters of the United States. In California, the SWRCB and RWQCBs administer the NPDES permitting programs and are responsible for developing waste discharge requirements. The local RWQCB is responsible for developing waste discharge requirements specific to its jurisdiction. General waste discharge requirements that may apply to projects or recommendations contained within the Plans include the SWRCB Construction General Permit and Industrial General Permit and the regional Municipal Separate Storm Sewer System (MS4) Permit administered by the RWQCB.

Under section 303(d) of the Clean Water Act, states, territories, and authorized tribes are required to develop lists of impaired waters. These are waters that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that

these jurisdictions establish priority rankings for waters on the lists and develop Total Maximum Daily Loads for these waters. A Total Maximum Daily Load is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards.

5.11.1.2 Executive Order 11988, Floodplain Management

The major requirements of this federal order are to avoid support of floodplain development; to prevent uneconomic, hazardous, or incompatible use of floodplains; to protect and preserve the natural and beneficial floodplain values; and to be consistent with the standards and criteria of the National Flood Insurance Program. The basic tools for regulating construction in potentially hazardous floodplain areas are local zoning techniques. Proper floodplain zoning can be beneficial in the preservation of open space, retention of floodplains as groundwater recharge areas, and directing of development to less flood-prone areas.

5.11.1.3 National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as Flood Insurance Studies (FISs), and uses the information gathered in these studies to delineate Special Flood Hazard Areas (SFHAs) on FIRMs.

The Flood Disaster Protection Act (FDPA) requires owners of all structures in identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally-related financial assistance, such as mortgage loans from federally insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA. The NFIP is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet the minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the NFIP by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System (CRS), a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as manage erosion hazards.

5.11.1.4 Clean Water Act Section 303(d) List of Water Quality Limited Segments

Under Section 303(d) of the CWA, states are required to identify water bodies that do not meet their water quality standards. Once a water body has been listed as impaired, a Total Maximum Daily Load (TMDL) for the constituent of concern (pollutant) must be developed for that water body. A TMDL is an estimate of the daily load of pollutants that a water body may receive from point sources, non-point sources, and natural background conditions (including an appropriate margin of

safety) without exceeding its water quality standard. Those facilities and activities that are discharging into the water body, collectively, must not exceed the TMDL.

5.11.2 State

5.11.2.1 California Department of Fish and Wildlife Code – Streambed Alteration Program

CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats (e.g., southern willow scrub) associated with watercourses. CDFW jurisdictional resources are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. A Streambed Alteration Agreement is required for a project that would impact CDFW jurisdictional resources. The Agreement with CDFW typically requires mitigation in the form of on-site, off-site, or in-lieu fee mitigation, or combination of all three forms.

5.11.2.2 Porter-Cologne Water Quality Control Act

Refer to Section 5.8 for discussion of the Porter-Cologne Water Quality Control Act.

5.11.2.3 San Diego Regional Water Quality Control Board (Water Board) Order No. R9-2013-0001, as amended by Order No. R9-2015-0001 and Order No. R9-2015-0100, NPDES Permit No. CAS0109266

Under the authority of the Clean Water Act amendments and Federal NPDES Permit regulations, the Water Board issued this order to the copermittees consisting of San Diego County, the 18 cities within San Diego County, the Port of San Diego, and the San Diego Regional Airport Authority. This order requires that all jurisdictions within the San Diego region prepare Jurisdictional Runoff Management Plans. Each of these jurisdictional plans must contain a component addressing construction activities and a component addressing existing development. The subsequent amendments expanded coverage to portions of Orange County and Riverside County within the San Diego Region (Region 9) and made other modifications.

5.11.2.4 Storm Water Pollution Prevention Plans

Pursuant to the CWA, in 2001, the SWRCB issued a statewide general NPDES permit for storm water discharges from construction sites (NPDES No. CAS000002). Under this statewide general permit, discharges of storm water from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for storm water discharges or to be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the general permit must ensure that a SWPPP is

prepared prior to grading and is implemented during construction. The SWPPP must list best management practices (BMPs) implemented on the construction site to protect storm water runoff and must contain a visual monitoring program, a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs, and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

5.11.3 Local

5.11.3.1 Water Quality Control Plan for the San Diego Basin

The San Diego Basin encompasses approximately 3,900 square miles, including most of San Diego County and portions of southwestern Riverside and Orange counties. The basin is composed of 11 major Hydrologic Units, 54 Hydrologic Areas, and 147 Hydrologic Sub Areas, extending from Laguna Beach southerly to the U.S./Mexico border. Drainage from higher elevations in the east flow to the west, ultimately into the Pacific Ocean. The RWQCB prepared the Basin Plan, which defines existing and potential beneficial uses and water quality objectives for coastal waters, groundwater, surface waters, imported surface waters, and reclaimed waters in the basin. Water quality objectives seek to protect the most sensitive of the beneficial uses designated for a specific water body.

5.11.3.2 City of San Diego Jurisdictional Runoff Management Program

This document is a total account of how the City plans to protect and improve the water quality of rivers, bays and the ocean in the region in compliance with the Water Board permit referenced above. The document describes how the City incorporates storm water best management practices into land use planning, development review and permitting, City capital improvement program project planning and design, and the execution of construction contracts.

5.11.3.3 Water Quality Improvement Plans

The MS4 Permit also requires development of Water Quality Improvement Plans (WQIPs) that guide the copermittees' jurisdictional runoff management programs towards achieving improved water quality in MS4 discharges and receiving waters. The WQIPs further the Clean Water Act's objectives to protect, preserve, enhance, and restore the water quality and designated beneficial uses of waters of the state. The requirement sets forth a collaborative and adaptive planning and management process that identifies the highest priority water quality conditions within a watershed management area and implements strategies through the jurisdictional runoff management programs of the respective jurisdictions.

5.11.3.4 Local Drainage Design Manual

Chapter 14, Article 2, Division 2 of the SDMC outlines Storm Water Runoff and Drainage Regulations which apply to all development in the City, regardless of whether or not a development permit or other approval is required. In addition, drainage design policies and procedures are provided in the City's Drainage Design Manual (which is incorporated in the Land Development Manual as

Appendix B). The Drainage Design Manual provides a guide for designing drainage, and drainage-related facilities for developments within the City.

5.11.3.5 Storm Water Standards Manual

The City's current Storm Water Standards Manual provides information to project applicants on how to comply with the permanent and construction storm water quality requirements in the City. Significant elements of the Storm Water Standards Manual include:

1. Low Impact Develop (LID) BMP Requirements
2. Source Control BMPs
3. BMPs Applicable to Individual Priority Development Project Categories
4. Treatment Control BMPs

Although the footprint of the LID BMPs can often be fit into planned landscaping features, this requires early planning to ensure that the features are located in places where they can intercept the drainage and safely store the water without adverse effects to adjacent slopes, structures, roadways, or other features. The Storm Water Standards Manual also addresses "Hydromodification – Limitations on Increases of Runoff Discharge Rates and Durations." Hydromodification management requirements would dictate design elements in locations where downstream channels are susceptible to erosion from increases in storm water runoff discharge rates and durations. Future development projects proposed within areas draining to San Diego Bay would typically be exempt from hydromodification management requirements because of the location and hardened drainage systems. Projects discharging into underground storm drains discharging directly to bays or the ocean are exempt.

The Storm Water Standards Manual also provides minimum requirements for construction site management, inspection, and maintenance of construction BMPs; monitoring of the weather and implementation of emergency plans as needed; and provides minimum performance standards, including: pollution prevention measures so that there would be no measurable increase of pollution (including sediment) in runoff from the site, no slope erosion, water velocity moving off-site must not be greater than pre-construction levels, and preserve natural hydraulic features and riparian buffers where possible. The City's Storm Water Standards Manual was updated in 2016 for consistency with the Regional Best Management Practices Design Manual.

5.11.3.6 City of San Diego General Plan

The City's General Plan presents goals and policies for storm water infrastructure in the Public Facilities, Services, and Safety Element, and presents goals and policies for open space (including floodplain management) and urban runoff management in the Conservation Element.

5.12 Geologic Conditions

5.12.1 Earthquake Fault Zoning Act (Alquist-Priolo Act)

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the Act, the State Geologist has established regulatory zones (known as Earthquake Fault Zones) around surface traces of active faults. These have been mapped for affected cities, including San Diego. Application for a development permit for any project within a delineated earthquake fault zone shall be accompanied by a geologic report, prepared by a geologist registered in the State of California, that is directed to the problem of potential surface fault displacement through a project site.

5.12.2 Seismic Hazard Mapping Act

The Seismic Hazard Mapping Act (SHMA) was adopted by the State in 1990 to protect the public from the effects of nonsurface fault rupture earthquake hazards, including strong ground shaking, liquefaction, seismically induced landslides, ground amplification, or other ground failure caused by earthquakes. The goal of the act is to minimize loss of life and property by identifying and mitigating seismic hazards. The California Geological Survey (CGS) is the primary agency responsible for the implementation of the SHMA. The CGS prepares maps identifying seismic hazard zones and provides them to local governments; which include areas susceptible to amplified shaking, liquefaction, earthquake-induced landslides, and other ground failures. SHMA requires responsible agencies to only approve projects within these zones following a site-specific investigation to determine if the hazard is present, and if so, the inclusion of appropriate mitigation(s). In addition, the SHMA requires real estate sellers and agents at the time of sale to disclose whether a property is within one of the designated seismic hazard zones.

5.12.3 City of San Diego Seismic Safety Study

The San Diego Seismic Safety Study includes geologic hazards and fault maps of the City. Areas of the City are identified by geologic hazard category, which reflect the geologic hazard type and related risks. These are generalized maps, and site-specific geologic/geotechnical investigations may be necessary for proposed development or construction. Land Development Code Section 145.1803 describes when a geotechnical investigation is required, and City of San Diego Development Services Information Bulletin 515 describes the minimum submittal requirements for geotechnical and geological reports that may be required for development permits, subdivision approvals, or grading permits.

5.12.4 City of San Diego General Plan Policies

The City's General Plan presents goals and policies for geologic and soil safety in the Public Facilities, Services, and Safety Element. Relevant excerpts from this element are included below.

Policy PF-Q.1. Protect public health and safety through the application of effective seismic, geologic and structural considerations.

a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action.

b. Maintain updated Citywide maps showing faults, geologic hazards, and land use capabilities, and related studies used to determine suitable land uses.

c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.

d. Utilize the findings of a beach and bluff erosion survey to determine the appropriate rate and amount of coastline modification permissible in the City.

e. Coordinate with other jurisdictions to establish and maintain a geologic "data bank" for the San Diego area.

f. Regularly review local lifeline utility systems to ascertain their vulnerability to disruption caused by seismic or geologic hazards and implement measures to reduce any vulnerability.

g. Adhere to state laws pertaining to seismic and geologic hazards.

Policy PF-Q.2. Maintain or improve integrity of structures to protect residents and preserve communities.

- Abate structures that present seismic or structural hazards with consideration of the desirability of preserving historical and unique structures and their architectural appendages, special geologic and soils hazards, and the socio- economic consequences of the attendant relocation and housing programs.

- Continue to consult with qualified geologists and seismologists to review geologic and seismic studies submitted to the City as project requirements.

- Support legislation that would empower local governing bodies to require structural inspections for all existing pre-Riley Act (1933) buildings, and any necessary remedial work to be completed within a reasonable time.

5.12.5 California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the CBC within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission, and the code is in Title 24, Part 2 of the California Code of Regulations. The most recent building standard adopted by the

legislature and used throughout the state is the 2016 version of the CBC (effective January 1, 2017). Local jurisdictions can adopt more-restrictive amendments based on local geographic, topographic, or climatic conditions. The CBC provides minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The CBC has provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground shaking with specified probability of occurring at a site.

5.13 Public Services and Facilities

The City requires payment of Development Impact Fees (DIF) to collect a proportional fair-share cost of capital improvements needed to offset the impact of the development (City of San Diego Municipal Code Section 142.0640). DIF fees are based on community specific financing plans completed when Community Plans are updated. Financing plans were formerly known as Public Facilities Financing Plans (PFFP) and are now referred to as Impact Fee Studies (IFS).

The General Plan Public Facilities Element includes a number of policies that address financing of public facilities and specifies that IFS should be completed concurrent with preparation of Community Plan updates, should set community-level priorities for facility financing, and ensure new development pays its proportional fair-share of public facilities costs through payment of DIFs. Facility types that are eligible for DIF funding include transportation, storm drains, parks and recreation, fire-rescue, police, and libraries.

5.13.1 Police

As specified in the City's General Plan, Public Facilities Element, Policy PF-E.2, the City's goal is to maintain average response time goals as development and population growth occurs. Average response time guidelines are as follows:

- Priority E Calls (imminent threat to life) within seven minutes.
- Priority 1 Calls (serious crimes in progress) within 12 minutes.
- Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes.
- Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes.
- Priority 4 Calls (minor requests for police service) within 90 minutes.

5.13.2 Parks

The General Plan provides standards for population–based parks and Recreation Facilities which include Recreation Centers and Aquatic Complexes. The standard for population-based parks is 2.8 useable acres per 1,000 residents, which can be achieved through a combination of neighborhood and community parks and park equivalencies. The standard for Recreation Center is a minimum of 17,000 square feet per recreation center or a population of 25,000. The standard for Aquatic Complex is one per 50,000 people or within approximately six miles.

5.13.3 Fire

The City's Fire-Rescue Department (SDFD) has an active program that promotes the clearing of canyon vegetation away from structures in accordance with Section 142.0412 of the SDMC and the SDFD's Canyon Fire Safety guidelines and policies related to brush management. The City thins brush on city property within 100 horizontal feet of a previously conforming structure unless a site-specific report, which indicates that a greater distance is necessary, is approved by the SDFD (per SDMC Section 142.0412(i) or a previously recorded entitlement requires a width more or less than the standard 100 feet. Other fire prevention measures include adopting safety codes and an aggressive brush management program. Citywide fire service goals, policies and standards are located in the Public Facilities, Services, and Safety Element of the General Plan and the SDFD's Fire Service Standards of Response Coverage Deployment Study.

Response time standards are provided in the General Plan Public Facilities, Services and Safety Element and summarized below:

a. To treat medical patients and control small fires, the first-due unit should arrive within 7.5 minutes, 90 percent of the time from the receipt of the 911 call in fire dispatch. This equates to one-minute dispatch time, 1.5 minutes company turnout time and 5-minute drive time in the most populated areas.

b. To provide an effective response force for serious emergencies, a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time of 911-call receipt in fire dispatch, 90 percent of the time.

    - This response is designed to confine fires near the room of origin, to stop wildland fires to under 3 acres when noticed promptly, and to treat up to 5 medical patients at once.

    - This equates to 1-minnute dispatch time, 1.5 minutes company turnout time and 8-minute drive time spacing for multiple units in the most populated areas.

To direct fire station location timing and crew size planning as the community grows, fire unit deployment performance measures are established based on population density zones and are shown in Table 5-5, below:

Table 5-5 Deployment Measures to Address Future Growth by Population Density per Square Mile				
	Structure Fire Urban Area	Structure Fire Rural Area	Structure Fire Remote Area	Wildfires Populated Areas
	>1,000-people/ sq. mi.	1,000 to 500 people/sq. mi.	500 to 50 people/sq. mi. *	Permanent open space areas
1st Due Travel Time	5	12	20	10
Total Reflex Time	7.5	14.5	22.5	12.5
1st Alarm Travel Time	8	16	24	15
1st Alarm Total Reflex	10.5	18.5	26.5	17.5
Notes: Reflect time is the total time from receipt of a 9-1-1 call to arrival of the required number of emergency units SOURCE: City of San Diego General Plan 2008.				

The following population based performance measures are used to plan for needed facilities. Where more than one square mile is not populated at similar densities, and/or a contiguous area with different zoning types aggregates into a population "cluster," these measures guide the determination of response time measures (Table 5-6) and the need for fire stations:

Table 5-6 Deployment Measures to Address Future Growth by Population Clusters		
Area	Aggregate Population	First-Due Unit Travel Time Goal
Metropolitan	> 200,000 people	4 minutes
Urban-Suburban	< 200,000 people	5 minutes
Rural	500 - 1,000 people	12 minutes
Remote	< 500	> 15 minutes
SOURCE: City of San Diego General Plan 2008.		

5.13.4 Schools

Assembly Bill 2926 and Senate Bill 50

To assist in providing school facilities to serve students generated by new development projects, the State passed AB 2926 in 1986. This bill allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects.

SB 50, which passed in 1998, provides a comprehensive school facilities financing and reform program, and enables a statewide bond issue to be placed on the ballot. The provisions of SB 50 allow the state to offer funding to school districts to acquire school sites, construct new school

facilities, and modernize existing school facilities. SB 50 also establishes a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities resulting from increased enrollment. Under this legislation, a school district could charge fees above the statutory cap only under specified conditions, and then only up to the amount of funds that the District would be eligible to receive from the State. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed "full and complete school facilities mitigation."

5.14 Public Utilities

5.14.1 Water Supply

SB 610 requires water suppliers to prepare a Water Supply Assessment (WSA) report for inclusion by land use agencies during the CEQA process for new developments subject to SB 221. SB 221 requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of large-scale subdivision of land under the State Subdivision Map Act. Large-scale projects include residential development of more than 500 units, shopping centers or businesses employing more than 1,000 people, shopping centers or businesses having more than 500,000 square feet of floor space, commercial office buildings employing more than 1,000 people, and/or commercial buildings having more than 250,000 square feet of floor space or occupying more than 40 acres of land. SB 221 and SB 610 went into effect January 2002 with the intention of linking water supply availability to land use planning by cities and counties.

5.14.2 Wastewater

Council Policy 400-13 identifies the need to provide maintenance access to all sewers in order to reduce the potential for spills. The policy requires that environmental impacts from access paths in environmentally sensitive areas should be minimized to the maximum extent possible through the use of sensitive access path design, canyon-proficient maintenance vehicles, and preparation of plans that dictate routine maintenance and emergency access procedures.

Council Policy 400-14 outlines a program to evaluate the potential to redirect sewage flow out of canyons and environmentally sensitive areas to an existing or proposed sewer facility located in City streets or other accessible locations. The policy includes an evaluation procedure that requires both a physical evaluation and a cost-benefit analysis. Based on the analysis, if redirection of flow outside the canyon is found to be infeasible, a Long-Term Maintenance and Emergency Access Plan is required. The plan would be specific to the canyon evaluated, and would prescribe long term access locations for routine maintenance and emergency repairs along with standard operating procedures identifying cleaning methods and inspection frequency.

The City's Sewer Design Guide sets forth criteria to be used for the design of sewer systems which may consist of pump stations, gravity sewers, force mains, and related appurtenances. It includes criteria for determining capacity and sizing of pump stations, gravity sewers and force mains, alignment of gravity sewers and force mains, estimating wastewater flow rates, design of bridge crossings, and corrosion control requirements.

5.14.3 Water Distribution

The City's Water Facility Design Guidelines identify general planning, predesign, and design details and approaches to be use for water infrastructure. The guidelines provide uniformity in key concepts, equipment types, and construction materials on facilities built under the Water CIP. These design Guidelines assist in providing professionally sound, efficient, uniform, and workable facilities; whether pipelines, pressure control facilities, pumping stations, or storage facilities.

5.14.4 Communication Facilities

City Council Policy 600-43 established a set of comprehensive guidelines for the review and processing of applications for the placement and design of Wireless Communication Facilities in accordance with the City of San Diego land use regulations. These guidelines are intended to prescribe clear, reasonable, and predictable criteria to assess and process applications in a consistent and expeditious manner, while reducing visual and land use impacts associated with Wireless Communication Facilities. For applicants seeking placement of a Wireless Communication Facility on City-owned land, this policy should be used in conjunction with applicable Council Policies and Land Development Code section 141.0420.

5.14.5 Solid Waste

The California Legislature passed AB 939 to address landfill capacity and solid waste concerns in 1989. The Integrated Waste Management Act mandated that all cities reduce waste disposed in landfills from generators within their borders by 50 percent by the year 2000. The law also required local governments to prepare Source Reduction and Recycling Elements detailing how these reductions would be achieved. In 2011, the State enacted AB 341 which established a policy goal for California of 75 percent recycling, composting, or source reduction of solid waste by 2020. In July 2012, the City updated the Recycling Ordinance to lower the exemption threshold for required recycling, thereby requiring all privately serviced businesses, commercial/institutional facilities, apartments, and condominiums generating four or more cubic yards of trash per week to recycle. The City is currently at a 67 percent diversion rate (City of San Diego 2016). Pursuant to the City's CEQA Significance Determination Thresholds, any land development project that may generate approximately 60 tons of waste or more during construction and/or operation is required to prepare a project-specific Waste Management Plan (WMP) to address disposal of waste generated during shot-term project construction and long-term post-construction operation. The WMP is required to identify how the project would reduce waste and achieve target reduction goals.

The California Solid Waste Reuse and Recycling Access Act (AB 1327, Public Resources Code §§ 42900 et seq.) requires areas to be set aside for collecting and loading recyclable materials in development projects. The act required the California Integrated Waste Management Board to develop a model ordinance for adoption by any local agency requiring adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model or an ordinance of their own.

Section 5.408 of the 2013 CALGreen also requires that at least 50 percent of the nonhazardous construction and demolition waste from nonresidential construction operations be recycled and/or salvaged for reuse.

In October of 2014 Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste.

5.15 Biological Resources

5.15.1 Federal

5.15.1.1 Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The list of bird species covered by the MBTA is extensive and is detailed in 50 CFR 10.13. The regulatory definition of "migratory bird" is broad and includes any mutation or hybrid of a listed species, including any part, egg, or nest of such a bird (50 CFR 10.12). Migratory birds are not necessarily federally listed endangered or threatened birds under the ESA. The MBTA, which is enforced by USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird or attempt such actions, except as permitted by regulation. The applicable regulations prohibit the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations (50 CFR 21.11).

5.15.2 Local

5.15.2.1 Biology Guidelines

In September 1991, the City's Biology Guidelines, part of the Land Development Manual, were adopted, to aid in the implementation and interpretation of the ESL Regulations (SDMC Chapter 14, Article 3, Division 1) and the OR-1-2 Zone (SDMC Chapter 13, Article 1, Division 2). Section III of the Biology Guidelines serve as standards for the determination of impact and mitigation under CEQA and the Coastal Act. The guidelines are the baseline biological standards for processing Neighborhood Development Permits, Site Development Permits, and Coastal Development Permits issued pursuant to the ESL.

6

Chapter 6.0
Environmental Analysis

The following sections in Chapter 6.0 analyze the potential environmental impacts that may occur as a result of implementation of the proposed Morena Corridor Specific Plan and associated discretionary actions (collectively referred to "Specific Plan"; or the "proposed project"). The environmental issues addressed in this chapter include the following:

- Land Use
- Transportation And Circulation
- Noise
- Air Quality
- Historical and Tribal Cultural Resources
- Paleontological Resources
- Visual Effects and Neighborhood Character
- Greenhouse Gas Emissions
- Energy
- Health and Safety
- Hydrology/Water Quality
- Geologic Conditions
- Public Service and Facilities
- Public Utilities

Each issue analysis section is formatted to include a description of existing conditions and regulatory framework (or a reference to Chapter 2.0 for existing conditions and Chapter 5.0 for regulatory framework), the criteria for the determination of impact significance, evaluation of potential project impacts including cumulative impacts, mitigation measures if applicable, and conclusion of significance after mitigation for impacts identified as requiring mitigation.

6.1 Land Use

This section discusses existing land use and the consistency of the proposed Morena Corridor Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan"; or the "proposed project") with applicable plans and regulations. This section analyzes the potential that implementation of the Specific Plan would permit land uses changes that may have direct or indirect environmental impacts.

6.1.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

6.1.2 Significance Determination Thresholds

The determination of significance regarding any inconsistency with development regulations or plan policies is evaluated in terms of the potential for the inconsistency to result in environmental impacts considered significant under California Environmental Quality Act (CEQA). Thresholds used to evaluate potential impacts related to land use are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed project. A significant land use impact could occur if implementation of the proposed project would:

1) Conflict with the environmental goals, objectives, or guidelines of a General Plan or Community Plan or other applicable land use plan or regulation, and as a result, cause an indirect or secondary environmental impact;

2) Lead to development or conversion of General Plan- or Community Plan-designated Open Space or Prime Farmland to a more intensive land use, resulting in a physical division of the community;

3) Conflict with the provisions of the City's Multiple Species Conservation Program (MSCP) Subarea Plan or other approved local, regional, or state habitat conservation plan; or

4) Result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP).

Issues addressed in the City's CEQA Significance Determination Thresholds that are not addressed in this document include whether the proposed project would increase the base flood elevation for upstream properties or construct in a Special Flood Hazard Area (SFHA) or floodplain/wetland buffer

zone. During initial project scoping, it was determined that implementation of the proposed project would not result in significant impacts related to increases in the base flood elevation or construction in an SFHA or floodplain/wetland buffer zone because existing Land Development Code (LDC) regulations would adequately address potential impacts related to grading within a SFHA (San Diego Municipal Code [SDMC], Chapter 14, Article 2, Division 2 Drainage Regulations and Chapter 14, Article 3, Division 1 Environmentally Sensitive Lands [ESL] Regulations). Additionally, potential impacts related to flooding are addressed in Section 6.11.

6.1.3 Impact Analysis

Issue 1 Conflicts with Applicable Plans

Would the proposed project conflict with the environmental goals, objectives, or guidelines of a General Plan or Community Plan or other applicable land use plan or regulation and as a result, cause an indirect or secondary environmental impact?

a. City of San Diego General Plan

The proposed project is intended to further express City's General Plan policies within the Specific Plan area through the provision of location-specific policies and recommendations that implement Citywide goals and policies, address community needs, and guide zoning. The proposed Specific Plan and General Plan work together to establish the framework for growth and development throughout the Specific Plan area. The Specific Plan contains eight chapters, providing district-specific goals and policies. These goals and policies are consistent with development design policies, mobility, recreation, and public facilities policies and programs in accordance with the general goals stated in the General Plan. Additionally, the General Plan Economic Prosperity Element identifies the Morena area as part of a Subregional Employment Area. According to Appendix C, EP-3:

> The Morena area originally developed with industrial uses, but most of the industrial uses have relocated to the northern part of the City because of their inability to compete effectively with commercial uses for land and buildings in these areas and the changing needs of modern industrial businesses for larger more efficient industrial buildings. Despite the fact that this area has been historically designated for industrial uses, they have become largely commercialized and no new industrial uses are likely to occur here. In Morena, a goal of the community plan is to maintain the job base of the area by retaining the existing industrial uses in the west and allowing a wide variety of commercial uses, including heavy commercial uses and specialty commercial districts, in the remaining areas. In Morena, residential uses are appropriate in targeted locations. The application of more refined community plan land use designations can assist in separating potentially incompatible uses.

The Specific Plan applies more refined land use designations that would organize the transition of the commercial and industrial uses within the Specific Plan area to prevent incompatibility by allowing mixed-use, residential, and commercial projects with buffers to the industrial areas in the Specific Plan area.

Table 6.1-1 identifies proposed Specific Plan policies related to land use that are discussed more broadly in the land use analysis that follows.

Table 6.1-1
Proposed Morena Corridor Specific Plan Policies Related to Land Use

Policy	Description
Land Use and Districts Chapter	
Tecolote Village District	
2.3.1	Establish a pedestrian- and transit-oriented development integrated with the Tecolote Trolley Station to create a vibrant community village.
2.3.2	Provide a mix of entertainment, office, retail, residential, recreational, public, and park uses.
2.3.3	Provide a range of housing opportunities, types, and affordability.
2.3.4	Provide a mix of service, retail, office, and entertainment uses to support residential uses and attract visitors and employment to the district.
2.3.5	Incorporate a primary village entrance street or drive from West Morena Boulevard with pedestrian-oriented ground floor retail uses.
2.3.6	Incorporate new public streets or private drives, with pedestrian and bicycle facilities to create a walkable scale for development.
2.3.7	Provide a system of interconnected pedestrian paths, paseos, and sidewalks to provide enhanced connectivity to adjacent buildings and public space.
2.3.8	Support the use of shared structured parking between uses.
2.3.9	Provide a population-based park component to serve the needs of residential uses located within the village which can include a mini park, plazas, or urban greens for active as well as passive recreation.
2.3.10	Orient buildings along compact blocks that are delineated on all sides by public streets, private drives, or pedestrian paseos to create a grid circulation pattern.
2.3.11	Design blocks to be pedestrian-oriented by limiting the total perimeter to 1,500 feet, where feasible.
2.3.12	Establish a grid pattern by aligning public streets or private drives with Vega, Dorcas, and Buenos Avenues at West Morena Boulevard.
2.3.13	Locate ground floor active frontages with pedestrian-oriented uses along West Morena Boulevard to activate the street and public spaces.
2.3.14	Provide a public space such as a plaza or urban green that serves as a focal point for the village area.
2.3.15	Provide pedestrian plazas, within the village or at building street corners where possible, to help activate street corners and to complement fronting uses.
2.3.16	Provide a continuous transition that increases building scale from West Morena Boulevard to the western portion of the Tecolote Village District.
Morena Station District	
2.4.1	Develop a mixed-use, pedestrian-oriented district supported by a grid network of public streets.
2.4.2	Provide a mix of entertainment, office, retail, residential, recreational, public, and park uses.
2.4.3	Provide a variety of housing types that meet the needs of all age, income, and social groups.
2.4.5	Complete the roadway extensions through acquisition or dedication of right-of-way. The potential acquisition of necessary right-of-way from affected property owners could include a transfer of City-owned right-of-way that would be vacated through the process.
2.4.6	Consider the vacation and sale of excess right-of-way not needed for circulation as part of development project approvals or use as public space, paseos, or linear parks.
2.4.9	Utilize shared structured parking serving multiple uses to efficiently meet the parking needs of the village.

Table 6.1-1 Proposed Morena Corridor Specific Plan Policies Related to Land Use	
Policy	Description
2.4.10	Provide a population-based park component to serve the needs of residential uses located within the village which can include mini parks, plazas or urban greens for active and passive recreation.
2.4.11	Increase public space and recreational opportunities by acquiring and developing land through rights-of-way vacations, where appropriate, to provide areas for mini-parks and recreation uses.
2.4.12	Orient building entrances fronting public streets, while allowing for the incorporation of public plazas, public spaces, and other pedestrian amenities.
2.4.13	Building heights should transition from lower scale buildings along Cushman Avenue to higher scale buildings toward Linda Vista Road when utilizing the Transit-Oriented Development Enhancement Program.
2.4.14	Employ a combination of setbacks, upper-story step-backs, and articulated sub volumes to transition buildings from Cushman Avenue to Linda Vista Road.
2.4.15	Provide pedestrian plazas where possible, to help activate street corners and to complement fronting uses.
Employment District	
2.5.1	Support commercial, office, and light industrial employment uses to preserve and expand local and regional job opportunities and stimulate business growth and development.
2.5.2	Coordinate with SANDAG and the Metropolitan Transit System (MTS) to provide a pedestrian and bicycle connection between Custer and Banks streets along the trolley right of way to the Morena/Linda Vista Trolley Station.
2.5.3	Provide a pedestrian and bicycle connection from Buenos Avenue to the Tecolote Trolley Station as part of the Tecolote Village District.
2.5.4	Provide sidewalks along all public streets within the district when property develops. This could include the dedication of additional right-of-way where needed.
Design District	
2.7.2	Create a distinct place that allows for a thriving district that supports artisan and incubator businesses offering a variety of goods and services.
2.7.3	Encourage artisan and craft businesses that produce goods, food, and beverages.
2.7.4	Support the consolidation of lots to allow for larger buildings, yet maintain the appearance of smaller buildings with the use of facade modulation. a. Incorporate setbacks, recesses, or projections above the ground floor to create vertical rhythm. b. Encourage irregularity of vertical rhythm to achieve greater diversity. c. Encourage the use of different materials and openings along the façade planes.
2.7.5	Support the development of the Tecolote Linear Park as a defining urban design feature that provides passive recreational opportunities.
2.7.6	Design buildings fronting the linear park to help define the park area as an urban public space with ground floor interface.
Clairemont District	
2.7.1	Support expansion of restaurant and retail store uses in the “village core” between Ashton Street and Napier Street.
2.7.4	Design buildings with active frontage elements such as enhanced windows, storefront treatments, and public spaces that front on Morena Boulevard to enliven the streetscape.

Table 6.1-1 Proposed Morena Corridor Specific Plan Policies Related to Land Use	
Policy	Description
Mobility Chapter	
3.1.1	Implement street right-of-way extensions or vacations identified in Section 3.2 as part of the development review process following the public right-of-way vacation and subdivision procedures established in the Land Development Code. a. Consult with adjacent property owners with property within or directly adjacent to the right-of-way extension or vacation to inform or obtain input. b. Identify mechanisms for addressing phasing for right-of-way shared by other property owners to maintain access until adjacent properties redevelop.
3.1.4	Consider the use of public access easements for bicycle/pedestrian paths to village areas along Napa Street if utility easements remain.
3.4.8	Provide accessible, secure and well-signed bicycle parking at convenient and visible locations throughout the Morena Corridor including, but not limited to, villages and commercial nodes.
3.6.15	Encourage infrastructure for electric vehicles, including vehicle charging stations for multi-family residential, commercial, and industrial uses based on future demand and changes in technology.
Street Scape & Public Realm	
4.2.4	Encourage pedestrian activity by siting retail stores, restaurants, offices, or other activities that encourage pedestrian activity at the edges of public spaces.
4.2.5	Incorporate public spaces, such as plazas, and paseos, and pocket parks in areas visible from the street, or link to the street with a clear connection feature such as an open passage.
4.2.6	Incorporate public space to expand and add interest to the public realm and to serve as village gathering areas including, but not limited to pocket parks, urban greens, plazas, courtyards, mini parks within villages, and commercial nodes.
4.2.8	Incorporate public seating, cafe and restaurant spaces, patios, and plazas along the sidewalk to activate the public realm along Morena Corridor within commercial nodes and community villages.
4.3.7	Design buildings located at gateway nodes to be oriented to the gateway corner with pedestrian spaces, and/or iconic architectural features.
4.3.8	Incorporate architecture, landscape features, lighting, and/or public art to emphasize the entrance into the Morena Corridor, which could include, but are not limited to: • Tower elements as prominent massing features • Entry plazas on corner sites • Fountains or other water features • Distinct changes in the building volume at the primary entry • Prominent landscape features, such as large or growing tall trees • Unique building lighting for nighttime effect • Public art installations that reinforce themes reflective of the Morena Corridor • Buildings designed as iconic representations of their district's character
4.4.1	Design buildings to front directly onto and be oriented to public streets, pedestrian pathways, and/or public space.
4.4.2	Design buildings to avoid uninterrupted blank walls along all building facades.
4.4.3	Design buildings to create a strong sense of edge along streets by providing consistent buildings setbacks.
4.4.4	Incorporate Crime Prevention Through Environmental Design (CPTED) concepts within developments, along sidewalks, paseos, and walkways, at transit stops/ stations, and public space to enhance the safety and comfort of the pedestrian experience as appropriate.
4.4.5	Design buildings to incorporate modulation, façade articulation, and offsetting planes to help reduce their visual bulk and to provide visual interest by avoiding monotonous facades.

Table 6.1-1 Proposed Morena Corridor Specific Plan Policies Related to Land Use	
Policy	Description
4.4.6	Pedestrian-oriented areas for outdoor dining, shopping, and passive recreation or cultural events should be integrated into buildings and development sites to provide additional vitality to the public realm.
4.4.7	Design buildings emphasizing their pedestrian orientation by differentiating the ground floor from the upper floors by providing changes in massing and a greater degree of material textures, articulation, and transparency.
4.4.8	Design commercial and mixed-use buildings with active frontage elements such as enlarged windows, storefronts, and public spaces that front on to the public realm to enliven the streetscape and provide eyes on the street
4.4.9	Encourage the use of non-reflective vision glass on all ground floor retail, commercial, and office uses along street frontages.
4.4.10	Design the side and rear elevations of commercial and mixed-use buildings with comparable design features as the front façade.
4.4.11	Encourage public realm enhancements, such as increased setbacks for plazas, in conjunction with active building frontages, to help create a sense of place.
4.4.12	Incorporate enhanced building materials, textures, and detailing at the ground level, and into commercial and mixed-use building features such as plane changes, entries, and corners.
4.4.14	Orient primary building entries toward public sidewalks, plazas, parks, and public or private pathways that connect to the public sidewalk to encourage an active public realm.
4.4.15	Design buildings with pedestrian-oriented ground floor entrances that incorporate street wall articulation.
4.4.16	Design entryways that add interest and attract pedestrians.
4.4.17	Design buildings with a pedestrian-oriented scale by differentiating the mass and scale of buildings, varying rooflines, incorporating vertical and horizontal modulations, and using color and/or architectural elements.
4.4.18	Design buildings with vertical articulation of façades through recessed façade elements, balconies, bays, and changes in wall materials and colors.
4.4.19	Design buildings with vertical articulation of façades through recessed façade elements, balconies, bays, and changes in wall materials and colors.
4.4.20	Provide visual interest and reduce the overall mass of buildings with variations in roof form, height, and profiles.
4.4.21	Design and locate parking areas in relation to buildings to minimize the exposure of parked vehicles to the public view and the primary street. a. Locate parking areas behind buildings where feasible. b. Use active frontages (residential, retail, or commercial) to wrap parking structures when placing adjacent to a primary street frontage or public space. c. Utilize buildings, architectural features, public art, or landscaped buffers to screen parking areas. d. Encourage structured parking where feasible in order to minimize the area dedicated to automobile parking. e. Consider articulated parking structure façades to minimize bulk and scale. f. Avoid placing parking areas at the intersection of the primary streets with a secondary street.
4.4.25	Locate service and loading access at the rear of buildings. If this is not possible, then screen with low building elements that integrate living walls, landscaping, public art, and lighting.
4.4.27	Locate utilities, storage, and refuse collection at side or rear of buildings, and away from the public realm.

Table 6.1-1 Proposed Morena Corridor Specific Plan Policies Related to Land Use	
Policy	Description
4.6.1	Design buildings and sites to incorporate passive solar design.
4.6.3	Encourage the installation of solar energy generation systems where large roof surfaces, surface parking areas, or parking structures are discretely located to limit visibility from the street or glare to adjacent properties.
4.6.5	Encourage the adaptive reuse of existing buildings, in conjunction with improvements to increase energy efficiency and building longevity.
4.6.6	Design buildings and landscaping to minimize building heat gain. a. Employ trees and landscaping strategically in site design for their benefits in building, window, and outdoor space shading. b. Choose "cool" roofing materials or green roof designs. c. Utilize window sunshades, extended roof eaves, and low emissivity ("low-e") window glass to control solar exposure for building interiors.
5.1.1	Provide sufficient community park and recreational facilities to meet the needs of the future residential population.
5.1.2	Provide flexibility in placement of population-based parks while ensuring their public accessibility and visibility from the public right-of-way.
6.1.1	Reduce greenhouse gas emissions through a wide range of actions consistent with the General Plan and Climate Action Plan (CAP). a. Implement pedestrian and bicycle infrastructure improvements in Transit Priority Areas (TPAs) to increase commuter walking and bicycling opportunities. b. Support higher density/intensity housing and employment development in Transit Priority Areas to increase transit ridership. c. Provide additional bicycle and pedestrian improvements in coordination with street resurfacing as feasible. d. Coordinate with the San Diego Association of Governments (SANDAG) to identify transit right-of-way and priority measures to support existing and planned transit routes, prioritizing for implementation the highest priority bicycle and pedestrian improvements. e. Support regional improvements that promote alternative modes of transportation, such as mobility hubs. f. Provide bicycle- and car-sharing programs and their facilities such as bicycle-sharing stations and car-sharing vehicle access points. g. Retime traffic signals and installing roundabouts where needed to reduce vehicle fuel consumption. h. Apply the CAP consistency checklist as a part of the development permit review process, as applicable. i. Support and implement improvements to enhance transit accessibility and operations, as feasible. j. Monitor the mode share within the Specific Plan's TPAs to support the CAP Annual Monitoring Report Program.
6.1.5	Promote the adaptive reuse of existing buildings in conjunction with any needed renovations to increase their energy efficiency as part of a comprehensive energy use reduction strategy.
6.1.6	Ensure that development is consistent with General Plan and Community Plan sustainability policies and supports implementation of the Climate Action Plan. a. Reduce development project-level greenhouse gas emissions to acceptable levels by incorporating sustainable building and development practices (refer to Urban Design Element, Building Design: Sustainability section), applying site-specific mitigation measures, and adhering to specific strategies and actions outlined in the Climate Action Plan.

Table 6.1-1 Proposed Morena Corridor Specific Plan Policies Related to Land Use	
Policy	Description
6.1.7	Improve energy and water conservation in the operation and design of existing and new public facilities and public landscaping areas.
6.1.8	Encourage the implementation of energy- and water-efficient measures for commercial uses that exceed California Code, such as energy-efficient and water-efficient machinery for laundry operations, energy-efficient and water-efficient kitchens in restaurants, and storefront shading.
6.1.9	Encourage new development and building retrofits to incorporate as many water-wise practices as possible. a. Encourage the replacement of existing ornamental lawns with native and drought-tolerant landscaping. b. Encourage use of recycled and/or graywater landscape irrigation systems. c. Ensure that any community greening or community garden projects utilize water-efficient landscape and irrigation design.
6.2.1	Incorporate Low Impact Development practices into building design and site plans that work with the natural hydrology of a site to reduce urban runoff, including the design or retrofit of existing landscaped or impervious areas to better capture storm water runoff.
6.2.2	Incorporate and maintain storm water best management practices in public infrastructure and private development projects, including streetscape improvements to limit water pollution, erosion, and sedimentation.
6.2.3	Prioritize Low Impact Development practices that encourage water infiltration to minimize reliance on storm drains that could be impaired by sea level rise.

The Specific Plan intends to establish the framework for growth and development along the Morena Corridor and identifies land use designation changes (within the Linda Vista Community Plan area only), mobility improvements, and design guidance. The Land Use and Districts Chapter of the proposed Specific Plan contains district-specific policies to guide development within the Morena Corridor. The chapter establishes the distribution and pattern of land uses throughout the Specific Plan area and identifies policies to guide development, focusing on the development of a diverse mixes of land uses surrounding the transit stations; connections to transit through a modified street grid network; economic vitality through a mix of employment uses; and a vibrant retail and restaurant sector.

As with the General Plan, the proposed Specific Plan places an emphasis on directing growth into mixed-use activity centers (villages and districts) that are pedestrian-friendly and linked to an improved pedestrian and bicycle network and regional transit system. Each village and district places an emphasis on certain types of uses while still promoting a mix of uses. The land use plan allows residential uses to be integrated with complementary uses to support vibrant activity nodes. Residential uses would provide activity outside of commercial business hours to provide eyes on the street and support employment development, commercial uses, parks, and transit.

The Specific Plan would also be consistent with the General Plan goal of providing diverse and balanced neighborhoods and communities. The Specific Plan provides for a combination of land uses that build upon the existing land use diversity of the Morena Corridor and supports future growth, activity, and prosperity within the Specific Plan area. The following summarizes the chapters of the Specific Plan which have been developed to meet the goals of the General Plan.

Chapter 2: Land Use

The Land Use and Districts Chapter of the Specific Plan supports General Plan Economic Prosperity Element goals and policies and would help maintain the Morena Corridor as an area that supports employment-related uses. The General Plan identifies the Linda Vista portion of the Morena Corridor as a Subregional Employment Area. The Specific Plan achieves this General Plan objective by establishing a goal of creating economic vitality through a mix of employment uses in the Specific Plan area. The Specific Plan is intended to maintain the job base in the area by retaining the existing industrial uses in the southwest portion of the Specific Plan area and allowing a wide variety of commercial uses, including specialty commercial districts, in the remaining areas. The Specific Plan identifies employment-generating land uses and employment growth within the Employment and Design Districts of the Specific Plan area. The Specific Plan also encourages the development of urban mixed-use areas located near transit with a focus on commercial and industrial uses that would support innovation, design, and technology jobs.

Chapter 3: Mobility

The Morena Corridor provides a foundation for achievement of the goals laid out in the General Plan Mobility Element due to the urban character of the community, existing and planned transit connections, and adjacency to major roadways and interstates. The proposed Specific Plan Mobility Chapter policies support the development of a grid network through the introduction of new streets and existing street extensions to reduce automobile congestion on existing Specific Plan area roadways. The proposed grid network would improve pedestrian and bicycle connectivity and reduce travel distances, and would be designed as "complete streets" to enable safe, attractive, and comfortable pedestrian and bicycle access and travel as well as improved access to regional transit and increased transit use. Another important component of the Specific Plan Mobility Chapter is the planned implementation of a two-way cycle track along the west side of Morena Boulevard and West Morena Boulevard, which would provide enhanced bicycle connections through the community and to adjacent communities and recreational resources.

Chapter 4: Urban Design

The Urban Design Chapter of the proposed Specific Plan supports and implements the General Plan by including specific design policies that support the development of mixed-use villages and districts as well as pedestrian, bicycle, and transit travel. The proposed Specific Plan contains urban design policies intended to improve multi-modal mobility by transforming superblocks into smaller blocks with new road connections and pedestrian connections; creating enhanced pedestrian and bicycle linkages through the community, between adjacent communities, and to regional park and open space areas; and fostering development and streetscapes that encourage pedestrian and bicycle activity. The Urban Design Chapter also includes policies to encourage sustainable development and landscaping practices.

Chapter 5: Recreation

The proposed Specific Plan Recreation Chapter provides goals and policies to create additional parks and recreational opportunities that meet the needs of the residents of the Specific Plan area consistent with the goals of the General Plan Recreation Element. Opportunities for additional park

land and recreation facilities within the Specific Plan area are anticipated to occur primarily through redevelopment of private properties, mainly within the Tecolote Village and Morena Station Districts. Additionally, the creation of the grid network within Linda Vista provides an opportunity to create public space and recreational areas by acquiring and developing land through street rights-of-way vacations, where appropriate, to provide areas for mini-parks and recreation uses. While the City's primary goal is to obtain land for population-based parks, where vacant land is limited, unavailable, or cost prohibitive, the City's General Plan allows for the promotion of alternative methods (park equivalencies) such as providing privately owned/publicly used parks and non-traditional parks such as rooftop parks. The Recreation Chapter includes policies that provide flexibility in placement of population-based parks while ensuring their public accessibility and visibility from the public right-of-way. Additionally, the Specific Plan identifies a linear park along the southern side of Tecolote Road between the terminus of Savannah Street and West Morena Boulevard to create a park that provides a multi-use trail as well as typical neighborhood park amenities on City-owned land in the Linda Vista Community.

Chapter 6: Conservation

The proposed Specific Plan is consistent with the conservation goals and policies contained within the Conservation Element of the General Plan. The Conservation Chapter of the proposed Specific Plan includes: (1) goals for development and improvements that help reduce per capita greenhouse gas emissions, support active transportation and transit use, and support the local economy; (2) sustainable development, building practices, and landscapes that reduce dependence on non-renewable energy sources and natural resources; and (3) implementation of sustainable storm water management techniques to support the surrounding landscape and reduce impacts on urban infrastructure and the downstream environment. Policies within the Urban Design Chapter and Conservation Chapter address climate change in a manner consistent with the General Plan and Climate Action Plan (CAP). Sustainable development and landscaping policies are included that promote development that incorporates design measures and technology to reduce consumption of potable water and non-renewable energy and ensure that new development is consistent with the CAP.

b. Clairemont Mesa Community Plan

The primary goal for residential development in the Clairemont Mesa Community Plan is to maintain the low-density character of predominantly single-family neighborhoods and encourage rehabilitation where appropriate. The Specific Plan would be consistent with this goal, as no land use changes are proposed within the Clairemont Mesa community planning area. The Specific Plan includes land within the Clairemont Mesa community planning area that is primarily located along Morena Boulevard. The majority of land along Morena Boulevard is designated for commercial use. The community plan's primary goal for commercial development is to provide appropriately located, well-designed commercial facilities offering a wide variety of goods and services. The Specific Plan maintains the commercial designations along Morena Boulevard to help achieve this goal.

The Specific Plan identifies recommended mobility improvements for the Clairemont Mesa portion of the Specific Plan area that would enhance multi-modal connectivity to and from the Clairemont Drive Trolley Station. The primary transportation goal of the Clairemont Mesa Community Plan is to

provide a safe and efficient transportation system that maximizes access to community activity centers and to destinations within the City, minimizing adverse environmental effects. The Specific Plan identifies a number of recommended mobility improvements intended to provide a well-connected and efficient transportation system that would support the community plan policies. For example, Mobility Goals in the Specific Plan include improved mobility for all modes of transportation ensuring safe and efficient travel for pedestrians, bicycles, and vehicles. The Land Use and Districts Chapter supports a grid network of public streets to connect roadways within the villages and enhance multi-modal connectivity through a system of interconnected pedestrian paths to provide enhanced connectivity to the regional transit system and destinations.

c. Linda Vista Community Plan

A majority of the Specific Plan area is located within the Linda Vista community planning area. The Vision Statement for this community plan states that the circulation system would be enhanced by initiation of light rail service and the industrial area would continue to be an important job center. The Specific Plan identifies an Employment District that would maintain approximately 40 acres of industrial land uses within an area identified as a Subregional Employment area in the General Plan and provides policy support for commercial, office, and light industrial uses to be preserved and expanded to create local and regional job opportunities and stimulate business growth and development within the Employment District.

The Residential Element of the community plan includes goals to continue to provide a wide variety of dwelling unit types for all ages, income, and social groups and discourage the intrusion of incompatible land uses within residential neighborhoods and the development of residential uses in heavy commercial and industrial areas. The Specific Plan proposes two mixed-use villages, the Tecolote Village and Morena Station Districts, where land use designations are proposed that would support higher density housing and sufficient housing for all income groups. Within these areas, future development may choose to participate in the Transit-Oriented Development Enhancement Program (TODEP), which would allow higher development intensities (refer to Section 3.3.6 of this EIR for additional detail). The Specific Plan Land Use Chapter policies call for development to provide a range of housing opportunities, types, and affordability.

The Commercial and Industrial Element of the community plan includes goals to retain and enhance commercial usage of the Morena areas; retain the existing industrial area west of Morena Boulevard as a diverse employment base for the community and the City; ensure that development in the Morena area presents a positive visual image; and promote a mixture of retail and professional offices to serve the basic needs of the community. The Morena commercial area is planned to continue to provide for regional shopping opportunities and expanded local services, particularly restaurants. The Specific Plan would allow for and promote commercial uses in the Tecolote Village, Morena Station, and Design Districts and include policies to provide for a mix of service, retail, office, and entertainment uses to support residential uses and attract visitors and employment. The Specific Plan Land Use Chapter policies call for of a mix of service, retail, office, and entertainment uses to support residential uses and attract visitors and employment to the Tecolote Village District.

The Commercial Design Standards of the Commercial and Industrial Element applied to the Morena area are intended to improve the pedestrian environment, provide greater unity of design, and

preserve views from the community to the Presidio and Mission Bay. These standards are currently implemented through the Community Plan Implementation Overlay Zone – Type A (CPIOZ – Type A) permit procedure, which allows building heights up to 45 feet to be considered with a discretionary permit. The proposed project includes an amendment to the Linda Vista Community Plan and the LDC to remove the Linda Vista CPIOZ – Type A. In its place, the Specific Plan would establish supplemental development regulations to maintain a 45-foot height limit for all areas within the Linda Vista portion of the Specific Plan area. Within areas designated Community Village in the Tecolote Village and Morena Station Districts, the Specific Plan would allow participation in the TODEP, which would allow consideration of building heights in excess of the 45-foot limit through a discretionary review process. The Linda Vista Community Plan would be amended to remove Figure 14 – Area Subject to CPIOZ Regulations, and the associated Commercial Design Standards language on page 50 of the community plan to reflect the removal of CPIOZ regulations within the community. While removal of the CPIOZ and adding the option to exceed heights of 45 feet within areas designated Community Village in the Tecolote Village and Morena Station Districts with a discretionary permit and participation on the TODEP would allow for greater building heights within the Specific Plan area, these projects would still be required to comply with Specific Plan policies and would be approved only if the decision maker makes the applicable findings in Land Development Code Section 126.0604(a). For example, policies in the Specific Plan, Land Use Chapter support a transition of building heights from lower scale buildings along Cushman Avenue to higher scale buildings toward Linda Vista Road when utilizing the TODEP in the Morena Station District. Within the Tecolote Village District, a policy is included to provide a continuous transition that increases building scale from West Morena Boulevard to the western portion of the Tecolote Village District. As these TODEP projects would be subject to additional discretionary review, there would be further input into the design and potential impact of proposed building heights on Community Plan-designated public views, such as views to the Presidio and Mission Bay that are intended to be preserved as specified within the Linda Vista Community Plan. Future discretionary review of TODEP projects would ensure that development is consistent with policies of the Linda Vista Community Plan.

The Linda Vista Community Plan Transportation Element identifies goals to 1) limit traffic congestion by designating appropriate land uses and intensity of residential, commercial, and industrial development within the community; 2) maintain and improve the street system to enhance traffic flow; 3) promote the use of transit and shuttle service; and 4) provide safe and pleasant pedestrian walkways and bikeways to connect residential neighborhoods, schools, parks, and commercial areas. The Specific Plan identifies a number of mobility-related goals, policies, and improvements intended to implement the goals of the Linda Vista Community Plan by providing a well-connected and efficient transportation system. Mobility Chapter goals in the Specific Plan include improved mobility for all modes of transportation; ensuring safe and efficient travel for pedestrians, bicycles, and vehicles; and implementation of a grid network through new roadways. Specific Plan policies of the Land Use Chapter support a grid network of public streets to connect roadways within the villages and enhance multi-modal connectivity through a system of interconnected pedestrian paths to provide enhanced connectivity to the regional transit system and destinations.

d. Land Development Code

Zoning for property located in the City is governed by the LDC. As shown in Figure 2-3, existing zoning within the Specific Plan area includes Commercial, Industrial, and Residential uses. The proposed project includes zone changes within the Linda Vista portion of the Specific Plan area as detailed in Figure 3-2. Proposed zoning would not change the Clairemont Mesa portion of the Specific Plan area. Zone changes within Linda Vista would be consistent with Citywide zones.

Chapter 13, Article 2, Division 14 of the LDC identifies areas within adopted community plans that require supplemental development regulations or processing of a development permit. The portion of the proposed project within the Clairemont Mesa Community Plan area lies within the Clairemont Mesa Height Limit Overlay Zone that limits building height to 30 feet. No changes to the existing zoning or height limits are proposed within the Clairemont Mesa community planning area. Therefore, no impacts associated with conflicts with the LDC would occur within the Clairemont Mesa community planning area.

The portion of the proposed project within the Linda Vista Community Plan area lies within a CPIOZ (Type A), which limits properties within the CPIOZ to the maximum structure height of 30 feet by right (without a discretionary approval), or up to a maximum of 45 feet with a discretionary permit. The project would amend the LDC to remove Map Number C-750 from the CPIOZ. Height limits and other development regulations within this area would be regulated by base zone requirements of the LDC except where the Specific Plan, which will be adopted by ordinance, identifies supplemental development regulations that would modify the development regulations of the applicable base zones in the SDMC within the Linda Vista portion of the Specific Plan area as described in Section 3.3.5. Additionally, future discretionary projects within areas designated Community Village in the Tecolote Village and Morena Station districts would have the option to exceed heights of 45 feet with a discretionary permit through participation in the TODEP. No conflicts with the LDC have been identified in relation to proposed rezoning, supplemental development regulations, or implementation of the TODEP within the Linda Vista portion of the Specific Plan area. Therefore, implementation of the proposed project would not with conflict with the LDC within the Linda Vista portion of the Specific Plan and impacts would be less than significant.

Environmentally Sensitive Lands Regulations

Environmentally sensitive lands include sensitive biological resources, steep hillsides, coastal beaches, or sensitive coastal bluffs, and Special Flood Hazard Areas. There may be steep slopes within the Specific Plan area. Additionally, there are SFHA within the Specific Plan area where Federal Emergency Management Agency (FEMA) maps identify 100-year floodplains. The 100-year floodplains within the project area are limited to the lower reaches of the Tecolote River near Tonopah Avenue and Frankfort Street and just south of Tecolote Road, west of West Morena Boulevard. Additionally, 100-year floodplains are mapped in the southeast corner of the Specific Plan area near the San Diego River. Refer to Figure 2-11 for the location of FEMA mapped floodplains. Any future development proposed on environmentally sensitive lands would be subject to the City's ESL Regulations (Chapter 14, Article 3, Division 1), which require that future projects demonstrate that the proposed development site is physically suitable for the proposed use and that it would minimize disturbance to natural landforms and not increase flood hazards. In the event

a future specific project is considered for an ESL Regulations deviation, supplemental findings would be required prior to approval in order to show that development would not result in an additional public safety threat or extraordinary public expense, or create a public nuisance. Adherence to these regulations would avoid significant impacts to environmentally sensitive lands within the proposed Specific Plan area.

Affordable Housing Density Bonus Regulations

The purpose of these regulations is to provide increased residential density to developers who guarantee that a portion of their residential development would be available to moderate income, low income, very low income, or other noted household types. The regulations are intended to materially assist the housing industry in providing adequate and affordable housing for all economic segments of the community and to provide a balance of housing opportunities throughout the City. These regulations implement the provisions of California Government Code Sections 65915 through 65918. It is intended that the affordable housing density bonus and any additional development incentive be available for use in all residential development of five or more units, using criteria and standards provided in the General Plan, the applicable community plan, and the Specific Plan. All requests are required to be processed by the City and implemented by the San Diego Housing Commission. The proposed project would increase opportunities for higher density residential development within the Linda Vista portion of the Specific Plan area, which may increase opportunities for affordable housing projects. No policies are proposed that would conflict with affordable housing regulations. Thus, implementation of the proposed project would not conflict with the Affordable Housing Density Bonus Regulations.

MHPA Land Use Adjacency Guidelines

The Multi-Habitat Planning Area (MHPA) has been designed to maximize conservation of sensitive biological resources, including sensitive species. When land is developed adjacent to the MHPA, there is a potential for secondary impacts that may degrade the habitat value or disrupt animals within the preserve area. These secondary effects of project development may include habitat insularization, drainage/water quality impacts, lighting, noise, exotic plant species, nuisance animal species, and human intrusion. These impacts could be short term resulting from construction activities or long term. Short-term construction impacts could result in disruption of nesting and breeding thus affecting the population of sensitive species. To address these concerns, the MSCP includes a set of MHPA Land Use Adjacency Guidelines that are to be evaluated and implemented at the project level. Therefore, at this program level of review, the proposed project would not conflict with the City's MHPA guidelines.

e. San Diego River Park Master Plan

The San Diego River Park Master Plan contains policy recommendations that are categorized as either general (for the entire River Park Area) or specific (for a particular reach such as the Confluence or Upper Valley). The general recommendations are divided into five objective categories: (1) restore and maintain a healthy river system; (2) unify fragmented lands and habitats; (3) create a connected continuum, with a sequence of unique places and experiences; (4) reveal the

river valley history; and (5) reorient development toward the river to create value and opportunities for people to embrace the river.

As the proposed project is adjacent to the Lower Valley Reach of the San Diego River, the proposed project would follow the general and specific recommendations for the Lower Valley Reach, as applicable. Specific recommendations for the Lower Valley Reach were reviewed for consistency with the proposed project. A number of recommendations in in this area support improving connections along the river corridor to allow for increased use of the river and orienting development toward the river. While the portion of the Specific Plan area adjacent to the river is currently heavily developed, the Specific Plan provides opportunities to increase connections to the river, activate land uses in proximity to the river, and preserve views toward the river. For example, the Specific Plan supports pedestrian and bicycle access to Friars Road to connect the village area near the Morena/Linda Vista Transit Station to the San Diego River and Mission Bay Park. The Specific Plan also includes an Urban Design Framework that recommends providing an "urban trail that provides connections to Mission Bay Park, San Diego River Park, Presidio Park, and Old Town for bicyclists and pedestrians." Therefore, the Specific Plan would not conflict with the goals of the San Diego River Park Master Plan.

f. San Diego Forward: The Regional Plan

The land use and zoning changes identified for the Linda Vista portion of the Specific Plan and the policy framework envisioned in the Specific Plan would be consistent with the goals of San Diego Forward: the Regional Plan, prepared by San Diego Association of Governments (SANDAG) to develop compact, walkable communities close to transit connections and consistent with smart growth principles. The Specific Plan includes a number of policies specific to each district within the Specific Plan area and overall intends to establish a pedestrian-oriented, urban, and mixed-use environment along the Morena Corridor and specifically in proximity to the existing and proposed trolley stops along the corridor. Mobility policies contained within the proposed Specific Plan would support bicycle, transit and pedestrian mobility. For example, the Specific Plan supports the use of curb bulb-outs to minimize pedestrian crossing distance, high visibility crosswalks, and enhanced bicycle facilities that provide separation from motorists where feasible. The proposed land use plan and policy framework are consistent with *San Diego Forward*'s smart growth strategies and would not generate any conflict or inconsistencies with *San Diego Forward: the Regional Plan;* therefore, potential impacts would be less than significant.

Issue 2 Conversion of Open Space or Farmland

Would the proposed project lead to the development or conversion of general plan or community plan designated open space or prime farmland to a more intensive land use, resulting in a physical division of the community?

A small portion of land located along Tecolote Creek within the Linda Vista Community Plan area is designated Open Space. There is no designated Prime Farmland within or adjacent to the Specific Plan area. The proposed project does not include development or redesignation of the open space along Tecolote Creek. Therefore, there would be no impacts associated with the development or

conversion of General Plan- or community plan-designated Open Space or Prime Farmland to a more intensive land use and no impact would occur.

Issue 3 Conflicts with the MSCP Subarea Plan

Would the proposed project conflict with the provisions of the City's Multiple Species Conservation Program (MSCP) Subarea Plan or other approved local, regional, or state habitat conservation plan?

The Specific Plan area is located within the City's MSCP Subarea Plan, but does not contain preserve areas designated as MHPA. The location of MHPA land relative to the Specific Plan area is depicted in Figure 6.1-1. While the Specific Plan area does not contain any MHPA lands, the southern boundary of the Specific Plan area is in close proximity to MHPA lands along the San Diego River south of Friars Road.

Development adjacent to MHPA lands would be subject to the City's MHPA Land Use Adjacency Guidelines, which address indirect effects on the MHPA from adjacent development. Indirect effects can occur wherever development and human activity are adjacent to natural areas. These effects include those due to increased runoff, trampling, and removal of plant cover due to hiking, biking, and other human activities, increased presence of toxins, increased nighttime light levels, and redirection or blockage of wildlife movement, and increased levels of non-native and invasive plants. These indirect effects could reduce the quality of the MHPA. However, the City's Land Use Adjacency Guidelines require certain measures to be incorporated in the design of projects adjacent to the MHPA to reduce indirect impacts to a level that is less than significant.

In addition to the requirements placed on development for land adjacent to the MHPA, the Migratory Bird Treaty Act, which is enforced by the U. S. Fish and Wildlife Service, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird or attempt such actions, except as permitted by regulation. Thus, there is an existing regulatory framework in place to prevent adverse impacts to migratory birds. Future discretionary development occurring within the Specific Plan area that has the potential to impact migratory birds would be required to conduct pre-construction surveys if construction occurs during the typical bird breeding season to determine the presence or absence of breeding birds and to ensure that no impacts occur to any nesting birds or their eggs, chicks, or nests. With implementation of these existing requirements, there would be no conflicts with the MSCP Subarea Plan or MHPA preserve lands.

Map Source: SanGIS



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FIGURE 6.1-1
Multi-Habitat Planning Area (MHPA)

Issue 4 Conflicts with an Adopted ALUCP

Would the proposed project result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP)?

The Specific Plan area is within the Airport Influence Area (AIA) - Review Area 2 for both the San Diego International Airport (SDIA) and Montgomery Field (Figure 6.1-2). The AIA is "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses."

To facilitate implementation and reduce unnecessary referrals of projects to the Airport Land Use Commission, the AIA is divided into Review Area 1 and Review Area 2. No portion of the Specific Plan area is located within Review Area 1; however, the Specific Plan area is located within Review Area 2. The composition of each area is determined as follows:

- Review Area 1 is defined by the combination of the 60-decibel Community Noise Equivalent Level (dB CNEL) noise contour, the outer boundary of all safety zones, and the airspace Threshold Siting Surfaces (TSSs). All policies and standards apply within Review Area 1.

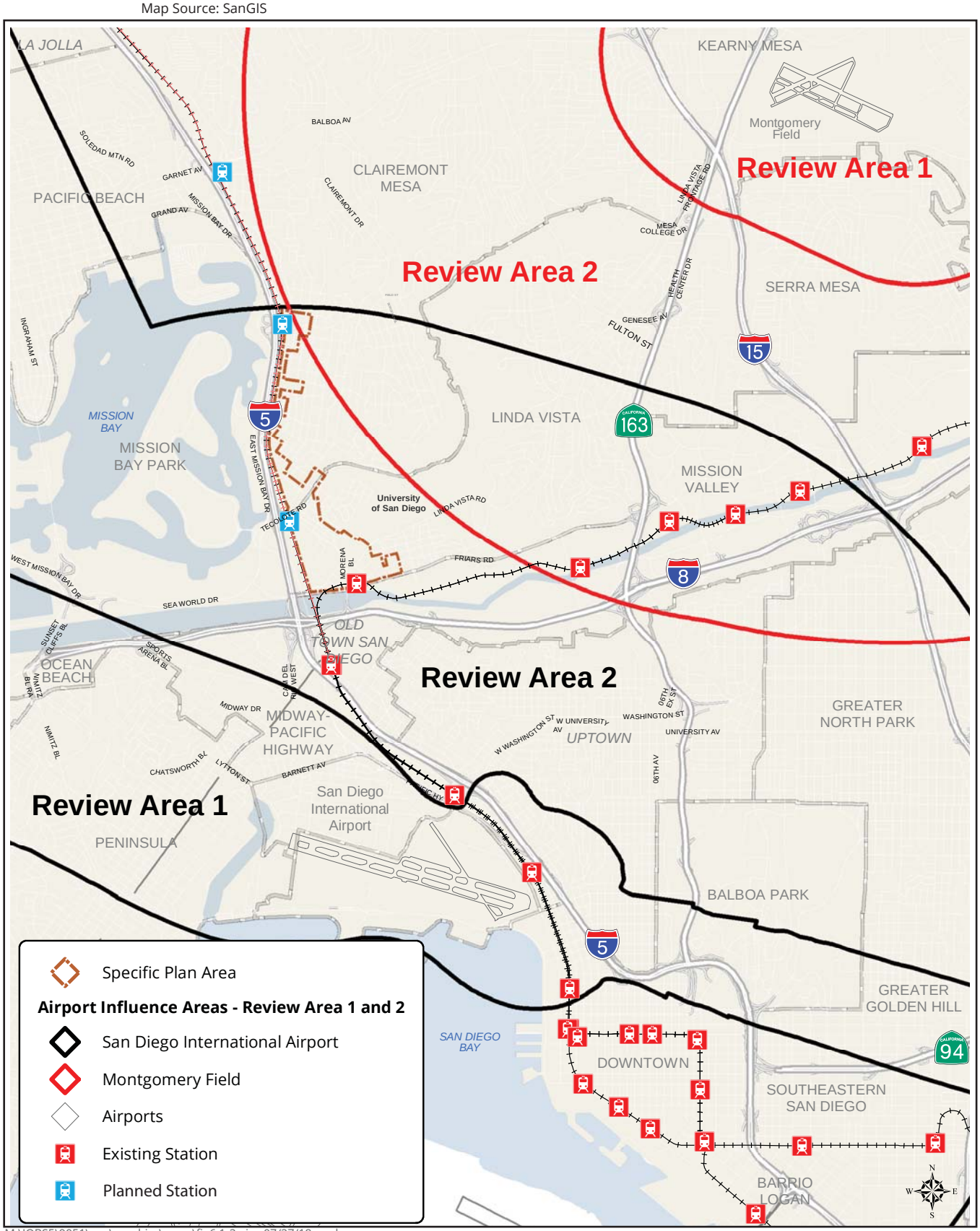
- Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1. Only airspace protection and overflight policies and standards apply within Review Area 2.

The ALUCP contains four principal compatibility concerns: noise (exposure to aircraft noise), safety (land use factors that affect safety both for people on the ground and occupants of aircraft), airspace protection (protection of airport airspace), and overflight (annoyance or other general concerns related to aircraft overflights). The ALUCP policies and standards are only applicable to new uses.

The San Diego County Regional Airport Authority (Airport Authority) operates the SDIA. The Airport Authority also serves as San Diego County's Airport Land Use Commission (ALUC) and is responsible for land use planning as it relates to public safety surrounding the region’s airports. As a Responsible Agency, the Airport Authority, acting as the ALUC, would review future development proposals within the Specific Plan area and make “consistency determinations” with the provisions and policies set forth in the ALUCP for SDIA and the ALUCP for Montgomery Field up until the time the ALUC determines the Specific Plan and zoning consistent with the ALUCP for SDIA and ALUCP for Montgomery Field.

Only a small portion of the northern end of the Specific Plan area is located within Review Area 2 for Montgomery Field and no land use changes are proposed in this area; thus, there would be no conflicts with the adopted ALUCP for Montgomery Field. However, the entire Specific Plan area is located within Review Area 2 for the SDIA, including the Linda Vista portion of the Specific Plan area where land use, zoning, and development regulations would change as a result of the proposed project.

Map Source: SanGIS



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FIGURE 6.1-2
Airport Influence Areas

Future development projects within the Specific Plan area would be subject to the overflight and airspace protection policies in the ALUCP for SDIA and the northernmost portion of the Specific Plan area would be subject to the airspace protection policies in the ALUCP for Montgomery Field. Airspace protection policies include the Code of Federal Regulations, Part 77 requirement to provide notification to Federal Aviation Administration prior to proposed construction or alteration of a structure, as specified in the ALUCPs for SDIA and Montgomery Field.

Although the Specific Plan area is within the AIA Review Area 2 for SDIA and Montgomery Field, the proposed project would not result in impacts associated with the compatibility concern areas for either ALUCP. Additionally, the Specific Plan and proposed land use changes would be submitted to ALUC to obtain a consistency determination. As a result, the proposed project would not result in land uses that are incompatible with an adopted ALUCP.

Cumulative Impacts

The cumulative setting for the Specific Plan includes the Linda Vista and Clairemont Mesa community plans. The proposed project would not alter land use designations in the Clairemont Mesa Community Plan. The Linda Vista Community Plan modifications are focused within the southwestern portion of the community planning area and are intended to target land use changes to support the proposed Tecolote Road and existing Morena/Linda Vista Trolley Stations. Applicable cumulative projects within the area include the comprehensive update to the Clairemont Mesa Community Plan that is currently in progress. This planning effort would affect land uses within the northern portion of the Specific Plan area in addition to land uses throughout the Clairemont Mesa Community Plan. Another relevant cumulative project pertaining to land use includes the Blue Line Trolley Extension, which is currently under construction and would include two new stations within the Specific Plan area, located along Morena Boulevard at Tecolote Road and Clairemont Drive.

When considering the planned land use changes within the cumulative study area related to land use, the Specific Plan provides a policy framework that would ensure consistency with planned land use and mobility changes in the area. While no land use or zoning changes are proposed for the Clairemont Mesa portion of the Specific Plan area, policies are introduced to provide policy guidance that would support a more active commercial village that incorporates a pedestrian boardwalk and enhanced mobility connections to the planned Clairemont Drive Trolley Station and to Mission Bay. The policy framework identified for the Clairemont District would be consistent with the planned (under construction) Blue Line Trolley Extension and would support policies of the City's General Plan, City of Villages Strategy, which supports activation of transit nodes. No land use and zoning changes are proposed for the Clairemont Mesa Community Plan portion of the Specific Plan, which would avoid any potential land use conflicts with the broader community plan update.

As discussed under Issue 1, future development within the Specific Plan area would be consistent with the City's General Plan, Clairemont Mesa Community Plan, Linda Vista Community Plan, LDC, the San Diego River Park Master Plan, and SANDAG's San Diego Forward: The Regional Plan. Future development within the broader Clairemont Mesa and Linda Vista communities implemented in accordance with the adopted community plans for these areas would also not result in conflicts with these applicable land use plans, as development would either occur consistent with adopted land use plans or require a discretionary action which would require evaluation of plan consistency. No

cumulative impacts related to conflicts with the City's ESL Regulations would result as any development within the Specific Plan area and the broader Linda Vista and Clairemont Mesa community plans would be subject to review in accordance with the ESL Regulations (LDC, Section 143.0101 et seq.). Any future development project that proposes a change in land use within an AIA would be submitted to the Airport Authority to ensure the consistency of future development with the applicable ALUCP. Thus, cumulative land use impacts associated with build-out of the Specific Plan and development within the surrounding area would be less than significant.

6.1.4 Significance of Impacts

6.1.4.1 Conflicts with Applicable Plans

The proposed project is consistent with the City's overarching policy and regulatory documents including the General Plan, LDC, and San Diego River Park Master Plan. The project is also consistent with all goals and policies of the Clairemont Mesa Community Plan and the overarching goals and policies of the Linda Vista Community Plan. No land use conflicts have been identified associated with the proposed amendments to the Linda Vista Community Plan and LDC to remove the Linda Vista CPIOZ. Additionally, the Specific Plan land uses and policy framework would help achieve consistency with the San Diego Forward: the Regional Plan and CAP. Consistency with the City's CAP is discussed further in Section 6.8. As the proposed project would be consistent with applicable environmental goals, objectives, or guidelines of the General Plan and other applicable plans and regulations, no indirect or secondary environmental impact would result and impacts would be less than significant. No mitigation is required.

6.1.4.2 Conversion of Open Space or Farmland

The Specific Plan area does not contain land designated as Prime Farmland. The proposed project does not include development or redesignation of open space; therefore, there would be no impacts associated with the development or conversion of General Plan- or community plan-designated Open Space or Prime Farmland.

6.1.4.3 Conflicts with the MSCP Subarea Plan

No conflicts were identified with the MSCP Subarea Plan as the Specific Plan area is largely urbanized and does not contain preserve areas designated as MHPA. Additionally, development adjacent to MHPA lands would be subject to the City's MHPA Land Use Adjacency Guidelines, which address indirect effects on the MHPA from adjacent development. Thus, no impact related to conflicts with the MSCP Subarea Plan would result.

6.1.4.4 Conflicts with an Adopted ALUCP

Implementation of the proposed Specific Plan would not result in impacts associated with the four compatibility concern areas for land within an AIA. Future projects would be required to receive ALUC consistency determinations, as necessary, stating that the project is consistent with the applicable Montgomery Field and/or SDIA ALUCPs. As a result, the proposed project would not result

in land uses that are incompatible with an adopted ALUCP. Therefore, no impact related to conflicts with an adopted ALUCP would result.

6.1.5 Mitigation Framework

Land use impacts would be less than significant. Thus, no mitigation is required.

6.2 Transportation and Circulation

This section is based on the Transportation Impact Analysis contained within Appendix B of this Program Environmental Impact Report (PEIR).

6.2.1 Existing Conditions

The existing environmental setting (pertaining to roadways, transit, bicycle facilities and pedestrian facilities) and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

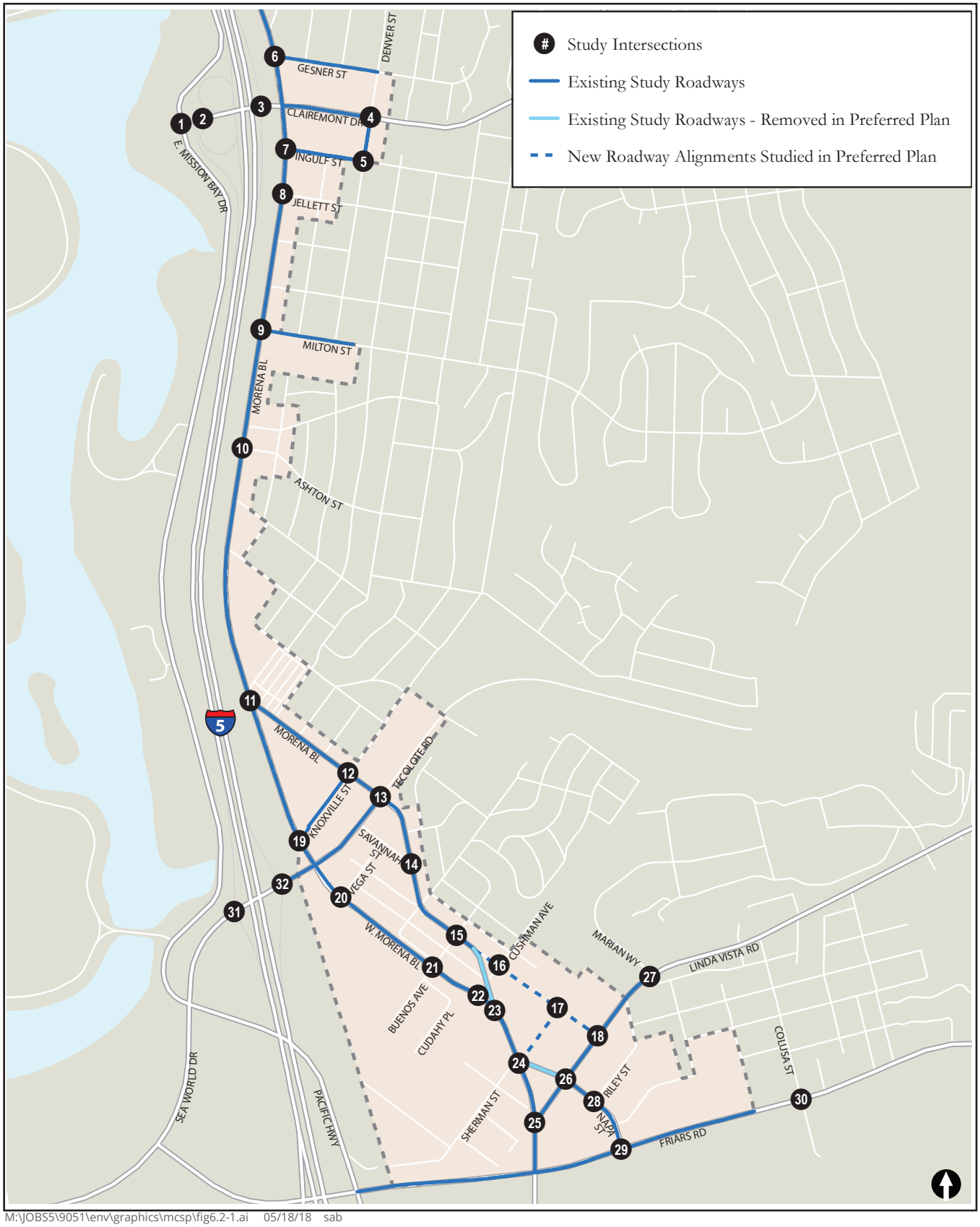
The existing roadway circulation network, daily and peak-hour traffic volumes, and operations at the study intersections and roadway and freeway segments pertinent to the study area evaluated for the Specific Plan are discussed below. Project study area roadway segments and intersections analyzed in this section are shown on Figure 6.2-1. The City evaluates its transportation and circulation system based on a Level of Service (LOS) analysis, as established in the City's Traffic Impact Study Guidelines, San Diego Traffic Engineers' Council (SANTEC)/Institute of Traffic Engineers (ITE) Guidelines, and the CEQA project review process. Vehicular LOS is a quantitative measure that represents quality of service for the driver. These conditions are generally described in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety. LOS A represents the best operating conditions from a driver's perspective, while LOS F represents the worst. LOS is determined for each roadway segments, intersections, and freeway mainlines based on specific certain criteria as detailed below. The LOS of transportation facilities within the study area is based on traffic counts taken for the Morena Boulevard Station Area Plan Final Report (February 2014) and validated with supplemental counts taken in October of 2015. Below is a summary of the existing traffic conditions based on the analysis included in Appendix B.

6.2.1.1 Roadway Segments

Figure 6.2-2 illustrates the existing roadway segment conditions within the study area. As shown in Appendix B, all study area roadway segments operate at acceptable levels under the existing conditions except the following:

- Denver Street, from Clairemont Drive to Ingulf Street (LOS F)
- Morena Boulevard, from West Morena Boulevard to Knoxville Street (LOS F)
- Morena Boulevard, from Knoxville Street to Tecolote Road (LOS F)
- Morena Boulevard, from Tecolote Road to Buenos Avenue (LOS F)
- Morena Boulevard, from Buenos Avenue to West Morena Boulevard (*south split*) (LOS F)
- Morena Boulevard, south of Linda Vista Road (LOS F)
- Napa Street, from Morena Boulevard to Linda Vista Road (LOS F)
- Linda Vista Road, from Napa Street to Marian Way (LOS E)

Map Source: ChenRyan

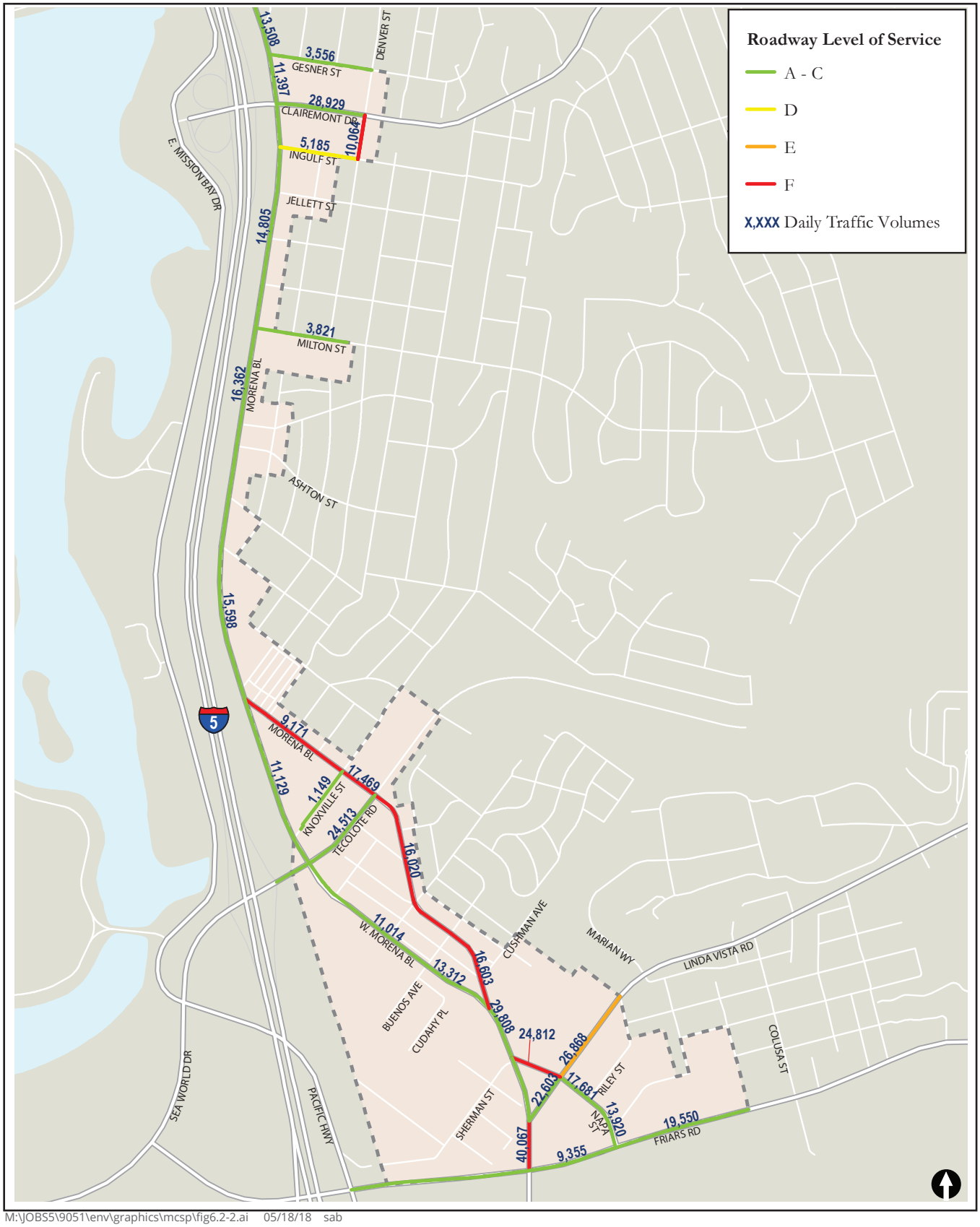


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FIGURE 6.2-1

Project Study Area Roadway Segments and Intersections

Map Source: ChenRyan



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FIGURE 6.2-2

Existing Daily Traffic Volumes and Roadway Level of Service

6.2.1.2 Intersections

Twenty-seven (27) study area intersections were analyzed as part of the existing conditions assessment. As shown in Appendix B, all study intersections currently operate at LOS D or better with the exception of the following three intersections that currently operate at LOS E or F:

- East Mission Bay Drive & Clairemont Drive (LOS E – PM peak hour)
- Morena Boulevard & Savannah Street (LOS E – PM peak hour)
- Linda Vista Road & Napa Street (LOS E – PM peak hour)

6.2.1.3 Freeway Segments

Two freeways located in the vicinity of the proposed project; Interstate 5 (I-5) and Interstate 8 (I-8). I-5 is a north-south freeway, located to the west of the project. Within the vicinity of the project study area, I-5 can be accessed via Clairemont Drive and Tecolote Road/Sea World Drive. I-8 is an east–west freeway, located to the south of the project area. Access to I-8 is provided via Morena Boulevard. As shown in Appendix B, all key freeway segments in the vicinity of the study area are currently operating at LOS D or better with the exception of the following:

AM Peak Period

- I-5 NB, between Sea World Drive/Tecolote Road and I-8 (LOS E)
- I-5 NB, between I-8 and Old Town Avenue (LOS F)

PM Peak Period

- I-5 SB, between Sea World Drive/Tecolote Road and I-8 (LOS F)
- I-8 EB, between Morena Boulevard and Hotel Circle (LOS E)

6.2.1.4 Freeway On-ramps

As indicated above, several freeway ramps are located in the project vicinity. Based on the ramp metering analysis results for on-ramp meter locations within the study area shown in Appendix B, one freeway ramp meter currently has a delay greater than 15 minutes at the I-5 SB/Sea World Drive/Tecolote Road ramp during the PM peak hour. All other freeway ramps currently operate acceptably in the project vicinity.

6.2.2 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to Transportation and Circulation are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed project. A significant transportation and circulation impact could occur if implementation of the proposed project would:

1) Result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system including roadway segments, intersections, freeway segments, interchanges, or freeway ramps;
2) Conflict with adopted policies, plans, or programs supporting alternative transportation.

The City and the California Department of Transportation (Caltrans) have developed acceptable threshold standards to determine the significance of project impacts to intersections, roadway segments, freeway segments, and freeway ramp metering. At intersections, the measurement of effectiveness (MOE) is based on allowable increases in delay. Along roadway segments, the MOE is based on allowable increases in the volume-to-capacity (V/C) ratio. Along freeway segments, the MOE is based on allowable decreases in speed. At a freeway ramp meter, the MOE is based on allowable increases in delay, measured in minutes. These thresholds, applicable to the analysis of transportation facilities (Issue 1) are summarized in Table 6.2-1 and further detailed below.

Table 6.2-1
Significance Criteria for Facilities in Study Area

Facility	Measures of Effectiveness	Significance Threshold[1]
Intersection	Seconds of Delay	> 2.0 seconds at LOS E or > 1.0 second at LOS F
Roadway Segment	ADT, V/C ratio	> 0.02 at LOS E or > 0.01 at LOS F
Freeway Segment	Speed	> 1.0 mph at LOS E or > 0.5 mph at LOS F
Freeway Ramp Meter	Minutes of delay per vehicle	> 2.0 minutes for freeway segments operating at LOS E, and >1.0 minutes for freeway segments operating at LOS F. The criteria only apply for ramp meters where the delay without project is 15 minutes or higher.

SOURCE: City of San Diego Significance Determination Thresholds 2016
[1]Applies only when the facilities operates at LOS E or F
ADT = average daily traffic; LOS = level of service mph = miles per hour V/C = volume to capacity ratio;

6.2.2.1 Signalized and Unsignalized Intersections

At intersections that are expected to operate at LOS E or F without the project, the allowable increase in delay is two seconds at LOS E and one second at LOS F with the addition of the project. If vehicle trips from a project cause the delay at an intersection to increase by more than the allowable

threshold, this would be considered a significant project impact. Also, if the project causes an intersection that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact.

6.2.2.2 Roadway Segments

For roadway segments that are forecasted to operate at LOS E or F with the project, the allowable increase in V/C ratio is 0.02 at LOS E and 0.01 at LOS F. If vehicle trips from a project cause the V/C ratio to increase by more than the allowable threshold, this would be considered a significant project traffic impact. Also, if the project causes a street segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact.

Where the roadway segment operates at LOS E or F, if the intersections at the ends of the segment are calculated to operate at an acceptable LOS with the project; and a peak hour Highway Capacity Manual (HCM) arterial analysis for the same segment shows that the segment operates at an acceptable LOS with the project; then the project impacts would be less than significant. If analysis shows either the intersections or segment under the peak hour HCM analysis do not operate acceptably, the impact would be significant.

6.2.2.3 Freeway Segments

For freeway segments that are forecasted to operate at LOS E or F with the project, the allowable decrease in speed is 1.0 mile per hour (mph) at LOS E and 0.5 mph at LOS F. If vehicle trips from a project cause the speed to decrease by more than the allowable threshold, this would be considered a significant project traffic impact. Also, if the project causes a freeway segment that was operating at an acceptable LOS to operate at LOS E or F, this would be considered a significant impact.

6.2.2.4 Freeway Ramp Metering

Ramp metering is a means of controlling the volume of traffic entering the freeway with the goal of improving the traffic operations and flow on the freeway main lanes. Freeway ramp meter analysis estimates the peak hour queues and delays at freeway ramps by comparing existing volumes to the meter rate at the given location. The excess demand, if any, forms the basis for calculating the maximum queues and maximum delays anticipated at each location. Substantial queues and delays can form where demand significantly exceeds the meter rate. This approach assumes a static meter rate throughout the course of the peak hour. However, Caltrans has indicated that the meter rates are continually adjusted based on the level of traffic using the on-ramp. To the extent possible, the meter rate is set such that the queue length does not exceed the available storage, smooth flows on the freeway mainline are maintained, and there is no interference to arterial traffic.

If vehicle trips from a project cause a metered ramp with a delay of 15 minutes per vehicle or higher to increase its delay by more than two minutes per vehicle if the freeway segment operates at LOS E and by more than one minute per vehicle if the freeway segment operates at LOS F, this would be considered a significant project traffic impact.

6.2.3 Impact Analysis

Issue 1 Traffic Circulation

Would the proposed project result in an increase in projected traffic, which is substantial in relation to the existing traffic load and capacity of the street system including roadway segments, intersections, freeway segments, interchanges, or freeway ramps?

a. Planned Circulation Improvements

The Specific Plan identifies a number of planned roadway improvements, intersection improvements and reclassifications, as detailed in Project Description Table 3-2. These improvements have the potential to affect transportation facility operations. The roadway segment, intersection, freeway segment, and ramp metering analysis that follows in Section 6.2.3.b through e, assumes all of the transportation improvements described in Table 3-2 are implemented. Traffic forecast volumes assumed in this analysis were developed using the San Diego Association of Governments' (SANDAG) Series 12 Preferred Plan Future Year 2035 model, which represents build-out of the Specific Plan land uses, including existing adopted land uses within the Clairemont Mesa portion of the Specific Plan in addition to planned land uses within the Linda Vista portion of the Specific Plan including densities potentially allowed under the Transit Oriented Development Enhancement Program (TODEP; referred to as the "Preferred Plan Analysis" in Appendix B). Note that the project includes removal and addition of several roadway segments and intersections. Thus, it is not possible to evaluate impact significance based on the change along certain segments and intersections. In these cases, the LOS operations (acceptable versus unacceptable) are utilized to determine significance. Within the transportation analysis that follows, reference to the "proposed project" assumes build-out of the transportation improvements described in Table 3-2 in addition to build-out of planned land uses.

b. Roadway Segments

Under existing conditions, eight roadway segments operate at unacceptable LOS E or F as shown in Table 6.2-2. With implementation of the proposed project, 10 roadway segments would operate at unacceptable LOS E or F (Table 6.2-2). As indicated above in Section 6.2.2, roadway segment impacts are initially evaluated based on the change of the V/C ratio at intersections operating unacceptably.

As the proposed project would add less than a 0.2 V/C change along Morena Boulevard from West Morena Boulevard to Knoxville Street, the proposed project would have a less than significant impact to this segment that currently operates at LOS F. The proposed project would also have a less than significant impact along Linda Vista Road from Napa Street to Marian Way, as less than a 0.1 V/C increase would be added to this segment that currently operates at LOS E. In addition, the peak hour arterial analysis for the Morena Boulevard segment from Knoxville Street to Linda Vista Road shows an overall acceptable LOS. The bounding intersections of this segment are also anticipated to operate at acceptable LOS, as shown in Table 6.2-3. Therefore, the five study segments of Morena Boulevard from Knoxville Street to Linda Vista Road would operate acceptably and result in less than significant impacts.

Table 6.2-2 Roadway Segment Level of Service													
		Proposed Project					Existing Conditions						
Roadway	Segment	Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS	Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS	Δ V/C	SI?
Gesner Street	Morena Blvd to Denver St	2-Lane Collector (w/o TWLTL)	8,000	4,100	0.51	C	2-Lane Collector (w/o TWLTL)	8,000	3,556	0.44	C	0.07	N
Clairemont Drive	I-5 NB Ramps to Denver St	4-Lane Major Arterial	40,000	35,400	0.89	**E**	4-Lane Major Arterial	40,000	28,929	0.72	C	0.17	**Y**
Ingulf Street	Morena Blvd to Denver St	2-Lane Collector (w/o TWLTL)	8,000	5,200	0.65	D	2-Lane Collector (w/o TWLTL)	8,000	5,185	0.65	D	0.00	N
Denver Street	Clairemont Dr to Ingulf St	2-Lane Collector (w/o TWLTL)	8,000	11,400	1.43	**F**	2-Lane Collector (w/o TWLTL)	8,000	10,064	1.26	**F**	0.17	**Y**
Morena Boulevard	North of Gesner St	3-Lane Collector (w/TWLTL)[1]	22,500	12,900	0.57	C	4-Lane Major Arterial	40,000	13,508	0.34	A	0.23	N
	Gesner St to Ingulf St	3-Lane Collector (w/ TWLTL)[1]	22,500	11,200	0.50	C	4-Lane Major Arterial	40,000	11,397	0.28	A	0.22	N
	Ingulf St to Milton St	3-Lane Collector (w/ TWLTL)[1]	22,500	17,100	0.76	D	4-Lane Major Arterial	40,000	14,805	0.37	A	0.39	N
	Milton St to Ashton St	3-Lane Collector (w/ TWLTL)[1]	22,500	14,700	0.65	C	4-Lane Major Arterial	40,000	16,362	0.41	B	0.24	N
	Ashton St to W. Morena Blvd	3-Lane Collector (w/ TWLTL)[1]	22,500	16,100	0.72	D	4-Lane Major Arterial	40,000	15,598	0.39	B	0.33	N
	West Morena Blvd to Knoxville St	2-Lane Collector (w/o TWLTL)	8,000	9,200	1.15	**F**	2-Lane Collector (w/o TWLTL)	8,000	9,171	1.15	**F**	0.00	N
	Knoxville St to Tecolote Rd	4-Lane Collector (w/o TWLTL)	15,000	18,100	1.21	**F**	4-Lane Collector (w/o TWLTL)	15,000	17,469	1.16	**F**	0.05	N[2]
	Tecolote Rd to Buenos Ave	2-Lane Collector (w/ TWLTL)	15,000	25,100	1.67	**F**	2-Lane Collector (w/ TWLTL)	15,000	16,020	1.07	**F**	0.60	N[2]

Table 6.2-2 Roadway Segment Level of Service														
		Proposed Project					Existing Conditions							
Roadway	Segment	Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS	Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS	Δ V/C	SI?	
Morena Boulevard (cont.)	Buenos Ave to W. Morena Blvd	*Segment removed*					2-Lane Collector (w/ TWLTL)	15,000	16,603	1.11	**F**	N/A		
	Buenos Ave to Cushman Ave	2-Lane Collector (w/ TWLTL)	15,000	17,600	1.17	**F**	*Segment does not exist*					N/A	N[2]	
	Cushman Ave to Sherman St	2-Lane Collector (w/ TWLTL)	15,000	22,400	1.49	**F**	*Segment does not exist*					N/A	N[2]	
	Sherman St to Linda Vista Rd	2-Lane Collector (w/ TWLTL)	15,000	18,200	1.21	**F**	*Segment does not exist*					N/A	N[2]	
West Morena Boulevard	Morena Blvd to Vega St	3-Lane Collector (w/ TWLTL)[1]	22,500	12,000	0.53	C	4-Lane Major Arterial	40,000	11,129	0.28	A	0.25	N	
	Vega St to Buenos Ave	4-Lane Major Arterial	40,000	13,400	0.34	A	5-Lane Major Arterial	45,000	11,014	0.24	A	0.10	N	
	Buenos Ave to Cushman Ave	4-Lane Major Arterial	40,000	11,900	0.50	C	5-Lane Major Arterial	45,000	13,312	0.30	A	0.20	N	
	Cushman Ave to Sherman St	4-Lane Major Arterial	40,000	12,000	0.50	C	4-Lane Major Arterial	40,000	29,808	0.75	C	-0.25	N	
	Sherman St to Linda Vista Rd	4-Lane Major Arterial	40,000	33,200	0.83	D	4-Lane Major Arterial	40,000	23,023	0.58	C	0.25	N	
Morena Boulevard	South of Linda Vista Road	4-Lane Major Arterial	40,000	50,800	1.27	**F**	4-Lane Major Arterial	40,000	40,067	1.00	**F**	0.27	**Y**	
Napa Street	Morena Blvd to Linda Vista Rd	*Closed to vehicular traffic*					4-Lane Collector (w/o TWLTL)	15,000	24,812	1.65	**F**	N/A		
	Linda Vista Rd to Riley St	4-Lane Major Arterial	40,000	22,300	0.56	C	4-Lane Major Arterial	40,000	17,681	0.44	B	0.12	N	
	Riley St to Friars Rd	4-Lane Major Arterial	40,000	14,800	0.37	A	4-Lane Major Arterial	40,000	13,920	0.35	A	0.02	N	
Milton Street	East of Morena Blvd	2-Lane Collector (w/o TWLTL)	8,000	3,800	0.48	C	2-Lane Collector (w/o TWLTL)	8,000	3,821	0.48	C	0.00	N	

Table 6.2-2
Roadway Segment Level of Service

Roadway	Segment	Proposed Project					Existing Conditions					Δ V/C	SI?
		Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS	Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS		
Knoxville Street	Morena Blvd to Savannah St	2-Lane Collector (w/o TWLTL)	8,000	1,700	0.21	A	2-Lane Collector (w/o TWLTL)	8,000	1,149	0.14	A	0.07	N
Sea World Dr / Tecolote Rd	Morena Blvd to I-5 NB Ramps	4-Lane Major Arterial	40,000	30,300	0.76	D	4-Lane Major Arterial	40,000	24,513	0.61	C	0.15	N
Linda Vista Road	Morena Blvd to Napa St	4-Lane Major Arterial	40,000	28,100	0.70	C	4-Lane Major Arterial	40,000	22,603	0.57	C	0.13	N
	Napa St to Marian Wy	4-Lane Collector (w/ TWLTL)	30,000	26,900	0.90	**E**	4-Lane Collector (w/ TWLTL)	30,000	26,868	0.90	**E**	0.00	N
Friars Road	Napa St to Colusa St	4-Lane Major Arterial	40,000	16,900	0.42	B	4-Lane Major Arterial	40,000	19,550	0.49	B	-0.07	N
	West of Napa St	4-Lane Major Arterial	40,000	20,500	0.51	B	4-Lane Major Arterial	40,000	9,355	0.23	A	0.28	N
Cushman Avenue	West Morena Blvd to Morena Blvd	2-Lane Collector (w/ TWLTL)	15,000	6,500	0.43	B	*Segment does not exist*					N/A	N
Sherman Street	West Morena Blvd to Morena Blvd	2-Lane Collector (w/ TWLTL)	15,000	8,300	0.55	C	*Segment does not exist*					N/A	N

SOURCE: Appendix B
NOTES:
Bold letter indicates LOS E or F
[1] The 3-Lane Collector (w/ TWLTL) includes two lanes northbound, one lane southbound, and a 2-way left-turn lane.
[2] Intersections at the ends of the segment and peak hour arterial analysis for the same segment are calculated to operate at an acceptable LOS with the proposed project. Therefore, impacts are less than significant.
ADT = average daily traffic
I-5 = Interstate 5
LOS = level of service
NB = northbound
SI = significant impact
V/C = volume to capacity

The project would result in an exceedance of the significance determination thresholds at the following segments and, thus, would result in a significant impact to the following segments with project build-out.

- Clairemont Drive, from I-5 NB Ramps to Denver Street (LOS E, ΔVC 0.17)
- Denver Street, from Clairemont Drive to Ingulf Street (LOS F, ΔVC 0.17)
- Morena Boulevard, south of Linda Vista Road (LOS F, ΔVC 0.27)

c. Intersections

All key study intersections are projected to operate at LOS D or better under proposed project conditions, with the exception of the following (shown in Table 6.2-3):

- Intersection #1: E. Mission Bay Drive & Clairemont Drive (LOS F: AM & PM Peak Hour)
- Intersection #4: Denver Street & Clairemont Drive (LOS F: AM & PM Peak Hour)
- Intersection #8: Morena Boulevard & Jellett Street (LOS E: PM Peak Hour)
- Intersection #14: Morena Boulevard & Savannah Street (LOS F: PM Peak Hour)

As the project would result in an increase of over 1 second of delay at the intersections operating at LOS F and 2 seconds of delay at the intersection operating at LOS E, the project would result in significant impacts to all four intersections. It should be noted that the intersection at Linda Vista Road and Napa Street (Intersection #26) which is currently experiencing LOS E or F under existing conditions would be improved to a satisfactory LOS through implementation of the proposed project.

Table 6.2-3
Peak Hour Intersection Level of Service Results

No.	Intersection	Control (Preferred Plan)	Proposed Project				Existing Conditions				Δ in AM Delay (sec)	Δ in PM Delay (sec)	SI? AM/PM
			AM		PM		AM		PM				
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS			
1	East Mission Bay Dr & Clairemont Dr[1]	AWSC	98.6	**F**	74.1	**F**	11.3	B	41.6	**E**	87.3	32.5	**Y / Y**
2	I-5 SB Ramps & Clairemont Dr[1]	SSSC	11.7	B	26.7	D	11.7	B	16.8	C	0.0	9.9	N / N
3	I-5 NB Ramps & Clairemont Dr	Signalized	15.5	B	52.0	D	11.5	B	9.7	A	4.0	46.2	N / N
4	Denver St & Clairemont Dr	Signalized	112.5	**F**	97.3	**F**	37.6	D	23.9	C	74.9	73.4	**Y** / **Y**
5	Denver St & Ingulf St	AWSC	12.1	B	14.8	B	9.9	A	14.8	B	2.2	0.0	N / N
6	Morena Blvd & Gesner St	Signalized	9.3	A	10.4	B	8.3	A	10.4	B	1.0	0.0	N / N
7	Morena Blvd & Ingulf St	Signalized	24.8	C	12.2	B	7.2	A	9.8	A	17.6	2.4	N / N
8	Morena Blvd & Jellett St	SSSC	19.0	C	46.5	**E**	15.5	C	18.1	C	3.5	28.4	N / **Y**
9	Morena Blvd & Milton St	Signalized	11.2	B	9.5	A	10.0	B	7.8	A	1.2	1.7	N / N
10	Morena Blvd & Ashton St	Signalized	10.6	B	9.2	A	4.9	A	6.5	A	5.7	2.7	N / N
11	Morena Blvd & W. Morena Blvd (north split)	Signalized	9.4	A	10.1	B	11.2	B	11.4	B	-1.8	-1.3	N / N
12	Morena Blvd & Knoxville St	Signalized	28.0	C	12.0	B	21.6	C	11.4	B	6.4	0.6	N / N
13	Morena Blvd & Tecolote Rd	Signalized	38.8	D	39.8	D	30.1	C	32.7	C	8.7	7.1	N / N
14	Morena Blvd & Savannah St	SSSC	30.2	D	97.7	**F**	18.9	C	37.9	**E**	11.3	59.8	N / **Y**
15	Morena Blvd & Buenos St	Signalized	14.4	B	15.6	B	14.0	B	13.3	B	0.4	2.3	N / N
16	Morena Blvd & Cushman Ave	Signalized	19.4	B	17.6	B	*Does not exist*				N/A	N/A	N / N
17	Morena Blvd & Sherman St Extension	Signalized	10.5	B	23.2	C	*Does not exist*				N/A	N/A	N / N
18	Morena Blvd & Linda Vista Rd	Signalized	15.3	B	49.6	D	*Does not exist*				N/A	N/A	N / N
19	West Morena Blvd & Knoxville St	SSSC	17.2	C	18.3	C	*Does not exist*				N/A	N/A	N / N
20	West Morena Blvd & Vega St	Signalized	12.4	B	14.7	B	5.6	A	9.5	A	6.8	5.2	N / N
21	West Morena Blvd & Buenos St	Signalized	15.2	B	15.9	B	12.8	B	13.1	B	2.4	2.8	N / N
22	West Morena Blvd & Cushman Ave Extension	Signalized	15.0	B	11.5	B	*Does not exist*				N/A	N/A	N / N
23	West Morena Blvd & Morena Blvd (south split)	Signalized	*Intersection removed*				8.7	A	14.7	B	N/A	N/A	N/A

Table 6.2-3
Peak Hour Intersection Level of Service Results

No.	Intersection	Control (Preferred Plan)	Proposed Project				Existing Conditions				Δ in AM Delay (sec)	Δ in PM Delay (sec)	SI? AM/PM
			AM		PM		AM		PM				
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS			
24	West Morena Blvd & Napa St & Sherman St	Signalized	35.4	D	17.2	B	46.4	D	50.7	D	-11.0	-33.5	N / N
25	West Morena Blvd & Linda Vista Rd	Signalized	48.8	D	45.4	D	13.3	B	20.0	B	35.5	25.4	N / N
26	Linda Vista Rd & Napa St	Signalized	31.7	C	36.1	D	51.4	D	77.7	**E**	-19.7	-41.6	N / N
27	Marian Wy & Linda Vista Rd	Signalized	53.8	D	37.4	D	36.0	D	17.9	B	27.7	19.5	N / N
28	Napa St & Riley St	Signalized	17.2	B	16.2	B	14.5	B	14.4	B	2.7	1.8	N / N
29	Napa St & Friars Rd	Signalized	17.2	B	21.9	C	19.3	B	13.6	B	-2.1	8.3	N / N
30	Colusa St & Friars Rd	Signalized	12.4	B	13.9	B	11.2	B	12.0	B	1.2	1.9	N / N
31	I-5 SB Ramps & Tecolote Rd[1]	Signalized	30.9	C	26.3	C	20.2	C	12.9	B	10.7	13.4	N / N
32	I-5 NB Ramps & Tecolote Rd[1]	Signalized	32.0	C	38.3	D	34.6	C	33.3	C	-2.6	5.0	N / N

SOURCe: Appendix B
NOTES:
[1]Intersection not analyzed in Morena Boulevard Station Area Planning Study Final Report (February 2014).
Bold letter indicates substandard LOS.
AWSC = all-way stop-control
I-5 = Interstate 5
LOS = level of service
NB = northbound
SB = southbound
SI = significant impact
SSSC = side street stop-control.

d. Freeway Segments

As shown in Table 6.2-4, under the existing conditions, the following four freeway segments operate at unacceptable LOS E or F:

AM Peak Period

- I-5 NB, between Sea World Dr /Tecolote Rd and I-8 (LOS E)
- I-5 NB, between I-8 and Old Town Ave (LOS F)

PM Peak Period

- I-5 SB, between Sea World Dr /Tecolote Rd and I-8 (LOS F)
- I-8 EB, between Morena Blvd and Hotel Circle (LOS E)

Implementation of the project would add over a 1 mile per hour reduction at freeway segments operating at LOS E or a 0.5 mile per hour reduction at segments operating at LOS F, resulting in a significant impact to the following segments:

AM Peak Period

- I-5 NB, between Sea World Drive/Tecolote Road and I-8 (LOS E)
- I-5 NB, between I-8 and Old Town Avenue (LOS F)

PM Peak Period

- I-5 SB, between Grand Ave/Garnet Ave and Clairemont Dr (LOS E)
- I-5 SB, between Clairemont Dr and Sea World Drive/Tecolote Road (LOS E)
- I-5 NB, between Sea World Drive/Tecolote Road and I-8 (LOS E)
- I-5 SB, between Sea World Drive/Tecolote Road and I-8 (LOS F)
- I-5 SB, between I-8 and Old Town Avenue (LOS E)
- I-8 EB, between Morena Boulevard and Hotel Circle (LOS F)

Based on the significance criteria documented in Section 6.2.4, the proposed project would have a significant impact to the freeway segments listed above.

Table 6.2-4
Freeway Segment Level of Service Results

					Existing – AM		Proposed Project – AM					Existing – PM		Proposed Project – PM				
Freeway	Segment	Dir	Lanes[1]	ADT	Speed	LOS	AM Peak Hr Volume	AM Speed	AM LOS	AM Δ in Speed	AM SI?	Speed	LOS	PM Peak Hr Volume	PM Speed	PM LOS	PM Δ in Speed	PM SI?
I-5	Grand Ave/ Garnet Ave to Clairemont Dr	NB	4M+1A	197,000	66.7	D	7,860	60.4	D	6.3	N	68.1	C	7,250	63.5	D	4.6	N
		SB	4M+1A		69.9	C	5,930	68.2	C	1.7	N	64.7	D	8,510	56.4	**E**	8.3	**Y**
	Clairemont Dr to Sea World Dr/ Tecolote Rd	NB	5M	236,000	64.6	D	9,416	62.4	D	2.2	N	66.6	D	8,685	65.0	D	1.6	N
		SB	5M		69.4	C	7,101	68.8	C	0.6	N	61.8	D	10,195	58.9	**E**	2.9	**Y**
	Sea World Dr / Tecolote Rd to I-8	NB	4M+2A	223,000	58.7	**E**	8,898	53.9	**E**	4.8	**Y**	62.3	D	8,206	58.6	**E**	3.7	**Y**
		SB	4M+2A		64.1	C	6,712	62.8	D	1.3	N	51.8	**F**	9,634	45.5	**F**	6.3	**Y**
	I-8 to Old Town Ave	NB	4M+1A	236,000	51.8	**F**	10,195	39.2	**F**	12.6	**Y**	64.7	C	6,608	62.9	D	1.8	N
		SB	5M		64.4	C	8,685	61.8	D	2.6	N	62.3	D	9,912	57.3	**E**	5.0	**Y**
I-8	Sports Arena Blvd to I-5	EB	3M+1A	118,000	66.4	D	5,758	62.0	D	4.4	N	70.0	B	2,974	70.0	B	0.0	N
		WB	3M+1A		70.0	B	3,682	69.9	C	0.1	N	68.0	C	5,286	64.9	D	3.1	N
	I-5 to Morena Blvd	EB	4M+1A	154,000	70.0	B	4,743	70.0	B	0.0	N	68.6	C	6,899	65.5	D	3.1	N
		WB	5M		65.0	B	6,037	65.0	C	0.0	N	65.0	B	5,421	65.0	B	0.0	N
	Morena Blvd to Hotel Circle	EB	4M+1A	220,000	64.7	C	6,776	62.6	D	2.1	N	56.0	**E**	9,680	45.1	**F**	10.9	**Y**
		WB	5M		64.6	C	8,624	62.2	D	2.4	N	65.0	C	7,920	63.8	D	1.2	N

SOURCE: Appendix B
NOTES:
Bold letter indicates LOS E or F.
[1] M = mainline; A = auxiliary lane
ADT = average daily traffic; EB = eastbound; I-5 = Interstate 5; I-8 = Interstate 8; LOS = level of service; NB = northbound; SB = southbound; SI = significant impact; WB = westbound

e. Freeway Ramp Meters

Under the existing conditions, one ramp meter would experience delays exceeding 15-minutes (I-5 SB On-Ramp/Sea World Dr). With the implementation of the project (Table 6.2-5), two ramp meters would experience delays exceeding 15 minutes (I-5 NB On-Ramp/Clairemont Drive in the AM, and I-5 SB On-Ramp/Sea World Drive/Tecolote Road in both the AM & PM). As the project would cause more than a 1-minute additional delay where over a 15-minute delay exists, the project would have a significant impact to the following freeway ramps:

- I-5 NB On-Ramp/Clairemont Drive
- I-5 SB On-Ramp/Sea World Drive/Tecolote Road

Table 6.2-5
Ramp Metering Analysis

Location	Peak Hour	Proposed Project					Existing Conditions					SI?
		Peak Hr Demand[1] (veh/hr) per Lane	Meter Rate[2] (veh/hr) per Lane	Excess Demand[3] (veh/hr) per Lane	Delay[4] (min)	Queue[5] (ft)	Peak Hr Demand[1] (veh/hr) per Lane	Meter Rate[2] (veh/hr) per Lane	Excess Demand[3] (veh/hr) per Lane	Delay[4] (min)	Queue[5] (ft)	
I-5 SB On-Ramp / EB Clairemont Dr	AM	90	318	0	0.0	0	74	318	0	0	0	No
	PM	200	318	0	0.0	0	152	318	0	0	0	No
I-5 SB On-Ramp / WB Clairemont Dr	AM	540	492	48	5.9	1392	327	492	0	0	0	No
	PM	450	492	0	0.0	0	554	492	62	7.56	1798	No
I-5 NB On-Ramp / Clairemont Dr	AM	981	677	304	26.9	8816	816	677	139	12.32	4031	**Yes**
	PM	531	492	39	4.8	1131	404	492	0	0	0	No
I-5 SB On-Ramp / Sea World Dr	AM	468	366	102	16.7	2958	365	366	0	0	0	**Yes**
	PM	560	350	210	36.0	6090	439	350	89	15.26	2581	**Yes**
I-5 NB On-Ramp / Sea World Dr	AM	678	965	0	0.0	0	640	965	0	0	0	No
	PM	607	972	0	0.0	0	548	972	0	0	0	No

SOURCE: Appendix B

NOTES:

[1] Demand is the peak hour demand expected to use the on-ramp, derived from peak hour turning movement volumes

[2] Meter Rate is the peak hour capacity expected to be processed through the ramp meter. This value was obtained from Caltrans and reflects the most restrictive meter rates unless otherwise noted.

[3] Excess Demand = (Demand) – (Meter Rate) or zero, whichever is greater

[4] Delay = (Excess Demand / Meter Rate) X 60 min/hr

[5] Queue = (Excess Demand) X 29 ft/veh

EB = eastbound

I-5 = Interstate 5

SB = southbound

NB = northbound

SI = significant impact

WB = westbound

Issue 2 Alternative Transportation

Would the proposed project conflict with adopted policies, plans, or programs supporting alternative transportation?

As detailed in Section 5.2.2 of this PEIR, a number of planned bicycle, pedestrian and transit facilities are identified in local and regional planning documents including San Diego Forward: The Regional Plan, SANDAG Regional Bike Plan, Linda Vista Community Plan, Clairemont Mesa Community Plan, City of San Diego Bicycle Master Plan, City of San Diego Pedestrian Master Plan. While the specific recommendations within each planning document may vary slightly; overall, the Specific Plan would not conflict with any adopted policies, plans, or programs supporting alternative transportation and would support implementation of an improved mobility network that provides enhanced transit, pedestrian and bicycle facilities, as further detailed below.

a. Pedestrian Facilities

Implementation of the proposed project would support improved pedestrian facilities and increased safety for pedestrians by strengthening pedestrian connections and providing for improved pedestrian mobility throughout the study area. All street improvements would be designed consistent with the City of San Diego's Street Design Manual (2002) for the respective classification, where feasible, which includes provisions to accommodate pedestrians.

The proposed project includes a number of recommendations to prioritize pedestrian travel. In addition to the intersection control improvements that would prioritize pedestrian travel identified in Table 6.2-7, the following is a summary of pedestrian improvements included as part of the proposed project:

- Consistent with the City's updated marked crosswalk policy, include continental crosswalks at all signalized intersection legs where pedestrians are permitted to cross.
- New intersections, and intersection modifications, should be configured to minimize the pedestrian crossing distance through the provision of curb bulb-outs, where feasible.
- Countdown signal heads, pedestrian scale lighting and landscape buffers should be included in future roadway designs, where feasible.
- Continuous sidewalks are recommended to be implemented throughout the study area, with an emphasis on the roadways of Morena Boulevard and West Morena Boulevard where intermittent sidewalks are currently present, and all new roadways.
- Reconfigure the Morena Boulevard/West Morena Boulevard (north split) by squaring up the east leg of the intersection (Morena Boulevard) to shorten the pedestrian crossing distance and improve visibility.
- Reconfigure the Linda Vista Road and West Morena Boulevard intersection as a standard "T" intersection.

- Provide a Class I multi-use path connection from the intersection of Morena Boulevard and Sherman Street to the USD parking lot to the north.
- Establish a mid-block pedestrian connection across West Morena Boulevard, between Vega Street and Buenos Avenue, with a continental crosswalk and pedestrian hybrid beacon.

b. Bicycle Facilities

Implementation of the proposed project would strengthen bicycle facility connections and provide for improved bicycle mobility throughout the study area. Proposed bicycle improvements are shown in Figure 3-7. The following is a summary of bicycle facility improvements included as part of the proposed project:

- Provide a two-way cycle track along the west side of Morena Boulevard/West Morena Boulevard from Gesner Street in the north to the reconfigured Linda Vista Road and West Morena Boulevard intersection to the south.
- Provide Class II bike lanes along the Morena Boulevard extension, from Buenos Avenue to Linda Vista Road.
- Provide Class II bike lanes along the Cushman Avenue extension.
- Provide Class II bike lanes along Napa Street, from Linda Vista Road to Friars Road.
- Designate Knoxville Street, between West Morena Boulevard and Morena Boulevard as a Class III bicycle route, identifiable by signage and pavement markings.
- Designate the Sherman Street extension as a Class III bicycle route, identifiable by signage and pavement markings.
- Provide a Class I multi-use path connection from the intersection of Morena Boulevard and Sherman Street to the University of San Diego (USD) parking lot to the north.

The Specific Plan also identifies policies to coordinate with Caltrans to provide bridge connections from the Specific Plan area to Mission Bay Park and improve cyclist mobility over the Clairemont Drive/East Mission Bay Drive and Sea World Drive/Tecolote Road Bridge.

The proposed project would support existing plans and policies relative to the bicycle network. The recommended bicycle facility network for the proposed Specific Plan is shown on Figure 6.3-5. The Mobility Element includes several bicycle-focused policies that support installation of bicycle parking facilities, identification of bicycle priority streets to connect neighboring communities, and increasing the level of bicycle comfort and safety for all levels of bicycle riders. Policies in the proposed plan support coordination with SANDAG on the planning and implementation of regional bicycle facilities, support increased bicycle comfort and safety, repurposing rights-of-way for bicycle facilities, and bike sharing. Thus, implementation of the Specific Plan and associated discretionary actions would not conflict with adopted policies, plans, or programs supporting bicycle facilities.

c. Transit

Planned transit routes within the Specific Plan area identified in the SANDAG's San Diego Forward: the Regional Plan (Regional Plan) and discussed in the Linda Vista and Clairemont Mesa community plans. Transit is currently provided by the Metropolitan Transit System (MTS) via trolley and bus routes. Refer to PEIR Section 2.3.2.2 for additional information regarding existing transit facilities. An overall goal of the Specific Plan is to provide land uses and mobility connections that would support transit. The Specific Plan identifies the following polices related to transit service:

- Coordinate with MTS and SANDAG to provide bus stop waiting areas with shelters and next time bus information as improvements are implemented.
- Coordinate with MTS and SANDAG to provide a shuttle servicing key destination areas such as Mission Bay Park, Fiesta Island, and Sea World.
- Encourage the continuation of the shuttle from USD to the Old Town Transit Center.
- Encourage coordination between USD and MTS to provide a shuttle service to the Tecolote Station.

Currently, the Trolley Greenline provides one stop in the southern area of the Specific Plan at the Morena/Linda Vista Station. This stop provides connections south to the Old Town Transit Center, Downtown, and the Mexico border as well as east to Mission Valley, Grossmont Center, El Cajon, and Santee. The Mid-Coast Trolley Blueline extension is underway that will provide a connection from this stop north along Interstate 5 to the University of California San Diego Campus, Voigt Drive and Westfield University Town Center. Two new Blueline stations will be provided within the project study area, including one at West Morena Boulevard and Tecolote Road and another at Morena Boulevard and Clairemont Drive. A major focus of the Specific Plan is to support the trolley extension through supportive mobility network and land use changes.

The Tecolote Village District is intended to be a transit-oriented community village focused around the Tecolote Trolley Road Station that is currently under construction. The Specific Plan identifies policies to activate the area mixed-use commercial and multi-family residential land uses. Enhanced pedestrian and bicycle facilities would enhance and support multi-modal accessibility to the transit station. The Morena Station District is centered around the existing Morena/Linda Vista Transit station. Similar to the Tecolote Village District, pedestrian and bicycle linkages planned to promote trolley ridership. Plazas and urban green areas are included to encourage pedestrian activity.

A TODEP is included in the Specific Plan that would allow for increased residential density with approval of a Planned Development Permit in the Tecolote Village and Morena Station Districts, which would help the City achieve higher densities in these high quality transit areas, consistent with the transit goals of the Community Plans and the CAP.

The Employment District would provide employment land uses accessible from both the planned Tecolote Road Trolley Station as well as the existing Morena/Linda Vista Trolley Station. The Design District is envisioned as a commercial area with retail artisan goods and foods, art and design firms, with a linear park encouraging pedestrian usage.

The Clairemont District promotes a Morena Boulevard boardwalk concept with wider pedestrian usage areas, a streetscape focus and overall multi-modal approach that would encourage use of the adjacent planned trolley line.

Implementation of the Specific Plan would require a modification of Bus Route 105 to accommodate the reconfigured roadway network. Route 105 follows Morena Boulevard from Milton Street, extending south to the Old Town Transit Center outside of the study area. The Morena Boulevard segment between Buenos Avenue and West Morena Boulevard would be vacated to provide for the extension of Morena Boulevard to Linda Vista Road. While the project would require modification to this Bus Route due to roadway reconfigurations, this modification can be feasibly implemented and would not adversely affect the functionality or effectiveness of Bus Route 105.

The Specific Plan identifies a number of policies that would be supportive of enhanced transit service, such as coordinating with MTS and SANDAG to provide bus stop shelters and shuttle service to key destinations such as Mission Bay and Sea World and supporting a shuttle service between Tecolote Station and the University of San Diego. Overall, the Specific Plan would support General Plan, community plan, and SANDAG goals related to alternative transportation. Implementation of the project would strengthen multi-modal connections to the planned Mid-Coast Trolley stations and provide transit supportive densities and land uses around high-quality transit stops. Impacts would be less than significant.

Cumulative Impacts

The analysis of transportation impacts addresses build-out of the proposed project and is a cumulative analysis by nature. Refer to the detailed analysis under Issue 1. As detailed in that section, cumulative impacts to roadway segments, intersections, freeway segments and freeway on-ramps would be significant.

Regarding alternative transportation, the analysis under Issue 2 addresses consistency of the project with local and regional planning documents that address alternative transportation. Consistency of the Specific Plan with these planning documents ensures that there would be no conflicts with potential future cumulative alternative transportation projects proposed outside of the Specific Plan area. Cumulative impacts related to alternative transportation would be less than significant.

6.2.4 Significance of Impacts

6.2.4.1 Traffic Circulation

a. Roadway Segments

Implementation of the Specific Plan would result in significant impacts to the following roadway segments:

- **Impact 6.2-1:** Clairemont Drive, from I-5 NB Ramps to Denver Street (LOS E, ΔVC 0.17)
- **Impact 6.2-2:** Denver Street, from Clairemont Drive to Ingulf Street (LOS F, ΔVC 0.17)
- **Impact 6.2-3:** Morena Boulevard, south of Linda Vista Road (LOS F, ΔVC 0.27)

b. Intersections

Implementation of the Specific Plan would result in significant impacts to the following intersections:

- **Impact 6.2-4:** Intersection #1: E. Mission Bay Drive & Clairemont Drive (LOS F: AM & PM Peak Hour)
- **Impact 6.2-5:** Intersection #4: Denver Street & Clairemont Drive (LOS F: AM & PM Peak Hour)
- **Impact 6.2-6:** Intersection #8: Morena Boulevard & Jellett Street (LOS E: PM Peak Hour)
- **Impact 6.2-7:** Intersection #14: Morena Boulevard & Savannah Street (LOS F: PM Peak Hour)

c. Freeway Segments

Implementation of the Specific Plan would result in significant impacts to the following freeway segments:

- **Impact 6.2-8:** Four consecutive segments of I-5 from Grand Ave/Garnet Ave to Old Town Ave (see Table 6.2-4)
- **Impact 6.2-9:** I-8 EB from Morena Boulevard to Hotel Circle

d. Ramp Meters

Implementation of the Specific Plan would result in significant impacts to the following ramp meters:

- **Impact 6.2-10:** I-5 NB On-Ramp/Clairemont Drive
- **Impact 6.2-11:** I-5 SB On-Ramp/Sea World Drive/Tecolote Road

6.2.4.2 Alternative Transportation

The proposed project would be consistent with adopted policies, plans, and programs supporting alternative transportation. Further, the proposed Specific Plan would support transit-oriented development; improve connections to transit; and support pedestrian, bicycle, and transit improvements within the Specific Plan area. Thus, the project would have a less than significant impact related to conflicts with adopted policies, plans or programs supporting alternative transportation.

6.2.5 Mitigation Framework

6.2.5.1 Traffic Circulation

A number of transportation impacts would result from implementation of the Specific Plan. This section identifies mitigation measures that could reduce these impacts to less than significant; however, a number of the mitigation measures identified in this section are not proposed for implementation as they would conflict with the overall mobility goals of the Specific Plan and affect the ability to implement multi-modal improvements identified in the Specific Plan.

a. Roadway Segments

While the following roadway segment mitigation measures would reduce potentially significant impacts, none of the measures are proposed as part of the Morena Corridor Specific Plan and associated discretionary actions.

TRANS 6.2-1: Clairemont Drive from I-5 NB Ramps to Denver Street (Impact 6.2-1): Widen this roadway to a 6-Lane Prime Arterial.

TRANS 6.2-2: Denver Street from Clairemont Drive to Ingulf Street (Impact 6.2-2): Restripe this roadway to a 2-Lane Collector with two-way left-turn lane.

TRANS 6.2-3: Morena Boulevard south of Linda Vista Road (Impact 6.3-3): Widen this roadway to a 6-Lane Prime Arterial.

b. Intersections

While the following intersection mitigation measures would reduce potentially significant impacts, only measures TRANS 6.2-4, TRANS 6.2-6 and TRANS 6.2-7 are proposed as part of the Morena Corridor Specific Plan and associated discretionary actions.

TRANS 6.2-4: E. Mission Bay Drive and Clairemont Drive (Impact 6.2-4) – Signalize the intersection and restripe the northbound approach to include a dedicated right-turn lane. Subject to the approval of the City Engineer, a roundabout may be utilized in-lieu of signalization. This intersection is located outside the boundaries of the Specific Plan area; however, this improvement project is proposed as part of the Morena Corridor Specific Plan.

TRANS 6.2-5: Denver Street and Clairemont Drive (Impact 6.2-5) – Widen the northbound approach to accommodate an additional northbound left-turn lane and widen the southbound approach to include an exclusive right-turn lane. This improvement project is not part of the Morena Corridor Specific Plan.

TRANS 6.2-6: Morena Boulevard and Jellett Street (Impact 6.2-6) – Signalize the intersection. Subject to the approval of the City Engineer, a roundabout may be utilized in-lieu of signalization. This improvement project is proposed as part of the Morena Corridor Specific Plan.

TRANS 6.2-7: Morena Boulevard and Savannah Street (Impact 6.2-7) – Signalize the intersection. Subject to the approval of the City Engineer, a roundabout may be utilized in lieu of signalization. This improvement project is proposed as part of the Morena Corridor Specific Plan.

c. Freeway Segments

Freeway improvements are not within the authority of the City. The improvements identified in SANDAG's Regional Plan would improve operations along the freeway segments and ramps;

however, to what extent is still undetermined, as these are future improvements that must be defined more over time. Furthermore, implementation of freeway improvements in a timely manner is beyond the full control of the City since Caltrans has approval authority over freeway improvements. The following are the freeway mainline improvements identified in the SANDAG Regional Plan:

TRANS 6.2-8: I-5 NB and SB from Grand Avenue/Garnet Avenue to Old Town Avenue (Impact 6.2-8): The SANDAG San Diego Forward 2050 Revenue Constrained Network includes operational improvements and the construction of managed lanes along this segment. These improvements are anticipated to be implemented by the year 2050.

TRANS 6.2-9: I-8 EB from Morena Boulevard and Hotel Circle (Impact 6.2-9): The SANDAG San Diego Forward 2050 Revenue Constrained Network includes operational improvements along this segment. These improvements are anticipated to be implemented by the year 2050.

d. Ramp Meters

TRANS 6.2-10: The City of San Diego shall coordinate with Caltrans to address ramp capacity at impacted on-ramp locations. Improvements could include additional lanes, interchange reconfigurations, Transportation Demand Management (TDM), etc.; however, specific capacity improvements are still undetermined, as these are future improvements that must be defined more over time. Furthermore, implementation of freeway improvements in a timely manner is beyond the full control of the City since Caltrans has approval authority over freeway improvements. Additionally, the proposed project includes a variety of transit, pedestrian, and bicycle facilities that may help to reduce single-occupancy vehicle (SOV) travel, which can help improve ramp capacity (Impacts 6.2-10 and 6.2-11).

6.2.5.2 Alternative Transportation

As no significant impact to alternative transportation would occur, no mitigation is required.

6.2.6 Significance of Impacts after Mitigation

6.2.6.1 Traffic Circulation

While implementation of the improvements identified above would reduce impacts to less than significant at many of the intersections and roadway segments, only mitigation measures TRANS 6.2-4, TRANS 6.2-6, and TRANS 6.2-7 are included within the proposed Morena Corridor Specific Plan and Impact Fee Study (IFS). There is no funding mechanism for the remaining measures not included within the IFS. Additionally, implementation of the roadway segment and intersection measures not included within the proposed IFS would be inconsistent with the mobility goals of the proposed Morena Corridor Specific Plan.

Due to the programmatic nature of the proposed project and associated discretionary actions, there is uncertainty as to the specific phasing of development including actual design and specific location of future projects. The ultimate design of identified mitigation improvements represents the design required to reduce potential impacts at build-out of the Specific Plan area, and the effectiveness at the project-level is not known at this time. Future development projects' transportation studies would be able to more accurately identify potential transportation impacts and provide the mechanism to address project-specific mitigation including, but not limited to, physical improvements, fair share contribution, or transportation demand management measures, or a combination of these measures. Impacts to the majority of the impacted intersections and roadway segments would remain significant and unavoidable.

Likewise, impacts to Caltrans facilities (freeway segments and metered on-ramps, Impacts 6.2-8 through 6.2-11) would remain significant and unavoidable because the City cannot ensure that the mitigation necessary to avoid or reduce the impacts to a level below significance would be implemented prior to occurrence of the impact.

After implementation of mitigation measures TRANS 6.2-4, TRANS 6.2-6, and TRANS 6.2-7, the potentially significant impacts to the following intersections would be reduced to less than significant:

- Impact 6.2-4: Intersection #1: E. Mission Bay Drive & Clairemont Drive
- Impact 6.2-6: Intersection #8: Morena Boulevard & Jellett Street
- Impact 6.2-7: Intersection #14: Morena Boulevard & Savannah Street

All of the remaining transportation/circulation impacts would be significant and unavoidable.

6.2.6.2 Alternative Transportation

As no significant impact to alternative transportation would occur, no mitigation is required and impacts would be less than significant.

6.3 Noise

This section addresses the potential noise impacts that would result from implementation of the proposed Morena Corridor Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan"; or the "proposed project"). It also discusses the regulations applicable to future development projects implemented under the Specific Plan and the existing noise setting within the Specific Plan area. Noise modeling used to support the conclusions in this section is provided in Appendix C.

6.3.1 Existing Conditions

The existing regional environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively. The specific noise conditions for the Specific Plan area including results of the noise measurement data used to support the analysis are discussed in the following sections.

Certain land uses, such as residences, schools, and hospital facilities are particularly sensitive to noise and vibration. Commercial uses are not particularly sensitive to noise or vibration. The Specific Plan area is made up of primarily auto-oriented commercial and light industrial uses but is generally bordered to the east by noise-sensitive residential uses. The proposed project would allow for an increased amount of various commercial land uses and would maintain land for industrial uses within the Specific Plan area, which may affect existing residences and other sensitive land use types.

6.3.1.1 Noise Measurements

To determine a baseline noise level at different locations within the Specific Plan area, ambient noise monitoring was conducted by PlaceWorks in August of 2017. Measurements were made during weekday periods when the Specific Plan area is expected to be most active. Long-term (24-hour) measurements were conducted at two locations within the Specific Plan area from Thursday, August 17 through Friday, August 18, 2017. Short-term (15-minute) noise level sampling was conducted at seven locations around the Specific Plan area on Thursday, August 17 and Monday, August 21, 2017.

The primary noise sources around the Specific Plan area were nearby and distant traffic noise. Commercial operations, property maintenance, and urban activity noise (such as people talking) also contributed to the overall noise environment within the Specific Plan area. Meteorological conditions during the measurement periods were favorable for outdoor sound measurements and were noted to be representative of the typical conditions for the season. Generally, conditions included clear skies, daytime temperatures from 75 to 80 degrees Fahrenheit (°F), and winds between 2 to 9 miles per hour (mph).

All sound level meters used for noise monitoring satisfy the American National Standards Institute Standard S1.3 for Type 1 general environmental noise measurement instrumentation. The sound level meters were programmed to acquire noise levels with the "slow" time constant and using the "A" weighting filter network. The meters were field calibrated immediately prior to the first set of readings. The calibration was rechecked immediately after the conclusion of the readings and no notable meter "drift" was noted (i.e., less than 0.5-decibel deviation).

The field measurement effort included acquisition of both long-term and short-term data sets. For the long-term measurements, the microphone was mounted to a fence or a tree approximately 5 feet above the ground. For the short-term samples, the sound level meter and microphone were mounted on a tripod 5 feet above the ground. All sound level meters were equipped with a windscreen during measurements. Noise measurement locations are described below and shown in Figure 6.3-1.

The following describes the noise monitoring locations:

- Long-Term Location 1 (LT-1): LT-1 was located near the southern portion of the Specific Plan area, just south of the intersection of West Morena Boulevard and Tecolote Road. This monitoring location is near a planned trolley station, and is located within a proposed Community Village land use. A 24-hour noise measurement was taken beginning at 2:00 P.M. on Thursday, August 17, at which time the air temperature was 76°F with 60 percent Relative Humidity (RH), and winds were light (3 to 4 mph). The noise environment of this site was characterized primarily by roadway noise from West Morena Boulevard, as well as distant roadway noise from Interstate 5 (I-5), which is approximately 630 feet to the west. Rail noise from the rail line approximately 270 feet to the west also affected the noise environment at this location.

- Long-Term Location 2 (LT-2): LT-2 was located in a commercial area near the intersection of Morena Boulevard and Ingulf Street. The noise meter was attached to a fence that separates a commercial use parking lot from Ingulf Street. A 24-hour noise measurement was taken beginning at 1:00 P.M. on Thursday, August 17, at which time the air temperature was 77°F with 60 percent RH, and winds were calm at about 2 mph. The noise environment of this site was characterized primarily by nearby traffic from Morena Boulevard and commercial operations to the south (parking lot activity and truck loading/unloading). Distant roadway noise from I-5, approximately 500 feet to the west, and rail noise from the rail line, approximately 300 feet to the west, also contributed to the noise environment at this measurement location. The planned land use at this location is Community Commercial.

Map Source: SanGIS



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0 Feet 1600

FIGURE 6.3-1
Ambient Noise Monitoring Locations

- Short-Term Location 1 (ST-1): ST-1 was in a busy parking lot of a commercial building. The noise meter was placed near the west side of the parking lot, where Morena Boulevard meets Linda Vista Road. Fifteen minutes of noise measurements were taken beginning at 2:10 P.M. on Thursday, August 17, at which time the air temperature was 78°F with 57 percent RH, and winds were light (2 to 4 mph). The noise environment around this monitoring location was dominated by nearby traffic along Morena Boulevard and Linda Vista Road. Parking lot noise, such as people talking, cars idling, and car stereos also contributed to the noise environment at this site. The planned land use at this location is Community Commercial.

- Short-Term Location 2 (ST-2): ST-2 was within an industrial building area, near the cul-de-sac at Buenos Avenue. Fifteen minutes of noise measurements were taken at 12:48 P.M. on Monday, August 21, at which time the air temperature was 77°F with 60 percent RH, and winds were moderate at approximately 8 mph. The noise environment of this site consisted of distant traffic noise; truck drive-bys; heating, ventilation, and air conditioning (HVAC) noise from large industrial buildings; and noise from workers outside talking and moving materials. The planned land use at this location is at the border between Industrial and Community Village.

- Short-Term Location 3 (ST-3): ST-3 was near the center of the Specific Plan area, along Morena Boulevard. The noise meter was placed within the parking lot of an auto-repair shop and a liquor store. Fifteen minutes of noise measurements were taken at 2:06 P.M. on Monday, August 21, at which time the air temperature was 76°F with 59 percent RH, and winds were moderate at approximately 9 mph. The noise environment of this site was comprised of traffic noise along Morena Boulevard and other nearby streets, noise from an auto repair shop, truck idling noise from nearby commercial uses, and parking lot noise such as people talking, cars idling, and car stereos. The planned land use at this location is Community Commercial.

- Short-Term Location 4 (ST-4): ST-4 was located approximately 500 feet east of the Specific Plan area boundary, within a single-family residential community. Fifteen minutes of noise measurements were taken beginning at 1:11 P.M. on Monday, August 21, at which time the air temperature was 77°F with 58 percent RH, and winds were moderate at about 8 mph. The noise environment of this site was typical of a residential neighborhood and consisted of distant traffic noise, property maintenance, and dogs barking.

- Short-Term Location 5 (ST-5): ST-5 was in the northern portion of the Specific Plan area between Morena Boulevard and a commercial parking lot. Fifteen minutes of noise measurements were taken beginning at 2:28 P.M. on Monday, August 21, at which time the air temperature was 78°F with 57 percent RH, and winds were moderate at about 8 mph. The noise environment of this site was characterized primarily by nearby traffic from Morena Boulevard and commercial operations to the east (i.e., parking lot activity and trucks loading/unloading). Roadway noise from I-5, approximately 300 feet to the west, and rail noise from the rail line, approximately 200 feet to the west, also contributed to the noise environment at this location. The planned land use at this location is Neighborhood Commercial.

- Short-Term Location 6 (ST-6): ST-6 was within a residential community that is nearby several commercial uses. Fifteen minutes of noise measurements were taken at 2:49 P.M. on Monday, August 21, at which time the air temperature was 78°F with 57 percent RH, and winds were moderate at about 8 mph. The noise environment of this site consisted of distant highway noise from I-5 to the west, neighborhood traffic noise, and distant commercial activity (i.e., parking lot noise and trucks loading/unloading). This location is just south of an area planned as Community Commercial.

- Short-Term Location 7 (ST-7): ST-7 was located just outside of the Specific Plan area just outside of an area that is planned Community Village. The noise meter was located in the parking lot of a University of California, San Diego (UCSD) building. Fifteen minutes of noise measurements were taken beginning at 12:26 P.M. on Monday, August 21, at which time the air temperature was 75°F with 61 percent RH, and winds were moderate at about 8 mph. The noise environment of this site consisted of parking lot noise such as people talking, cars idling, and car stereos; distant traffic noise from I-5; and HVAC noise from nearby buildings.

The noise environment within the Specific Plan area corresponds with a high-density urban-commercial area in proximity to several major transportation sources. Monitoring locations that experience higher noise levels were located directly along Morena Boulevard, and monitoring locations that experienced lower noise levels were typically surrounded by residential uses. The time-averaged sound level in the vicinity of the Specific Plan area was in the range of 53 to 73 A-weighted decibels (dB(A) L_{eq}).

During the long-term ambient noise survey, the average 1-hour noise levels [dB(A) L_{eq}] within the areas surrounding the Specific Plan area ranged from 56 to 73 dB(A) L_{eq}, and the 24-hour, energy-average ($L_{eq(24\text{-}hr)}$) noise levels ranged from 67 to 70 dB(A) $L_{eq(24\text{-}hr)}$. The Community Noise Equivalent Level (CNEL) calculated using the hourly measured noise levels ranged from 71 to 74 CNEL. The long-term noise measurement results are summarized in Table 6.3-1. Measurement data are provided in Appendix C.

Table 6.3-1
Long-Term Noise Measurement Summary

Monitoring Location	Description	CNEL	24-Hour Average Noise Level [dB(A) $L_{eq(24\text{-}hr)}$]	Lowest 1-Hour Noise Level [dB(A) L_{eq}]	Highest 1-Hour Noise Level [dB(A) L_{eq}]
LT-1	Near planned transit station in southern portion of planning area	74	70	59	73
LT-2	Near planned transit station in northern portion of planning area	71	67	56	71

24-hour noise measurements were conducted by PlaceWorks staff on August 17-18, 2017; LT-1 used a Larson Davis 814 sound level meter and LT-2 used a Larson Davis 820 sound level meter.

During the short-term ambient noise survey, the daytime noise levels within the areas surrounding the Specific Plan area ranged from 53 to 73 dB(A) L_{eq}. The short-term noise measurement results are summarized in Table 6.3-2. Measurement data are provided in Appendix C.

Table 6.3-2
Short-Term Noise Measurement Summary

Monitoring Location	Description	Measured Noise Level [dB(A)]		
		Minimum Measured Noise Level L_{min}	Average Measured Noise Level L_{eq}	Maximum Measured Noise Level L_{max}
ST-1	Commercial area near southern side of planning area	59	73	82
ST-2	Light industrial area near southern side of planning area	54	62	77
ST-3	Busy commercial corridor along Morena Boulevard	57	68	88
ST-4	Residential area just outside of the planning area	54	59	70
ST-5	Commercial area near I-5 and railroad	67	72	79
ST-6	Residential area near large commercial use	56	59	76
ST-7	University of California San Diego building parking lot, outside of planning area	51	53	59

Noise sampling conducted by PlaceWorks staff on August 17 and 21, 2017, for a minimum of 15 minutes at each site with a Larson Davis 814 or 820 sound level meter.

6.3.1.2 Existing Vehicle Traffic Noise

The dominant noise source throughout the Specific Plan area is vehicle traffic on roadways. Vehicle traffic noise is directly related to the traffic volume, speed, and mix of vehicles. Vehicles traveling on I-5 are the dominant vehicle noise sources affecting the Specific Plan area. The streets generating the greatest noise level in the Specific Plan area are Morena Boulevard, West Morena Boulevard, and Friars Road, as well as other area roadways.

Traffic noise was modeled using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model algorithms and reference levels. Traffic noise levels were calculated at 50 feet from the centerline of the affected roadways to determine the existing and future noise levels as well as the noise level increase associated with the Specific Plan. The model uses various input parameters, such as traffic volumes, vehicle mix, distribution, and speed. Vehicle speeds on each roadway were assumed to be the posted speed limit, and no reduction in speed was assigned due to congested traffic flows. The vehicle classification mix for I-5 was obtained from California Department of Transportation (Caltrans) truck counts. The same vehicle classification mix was also applied to all area roadways.

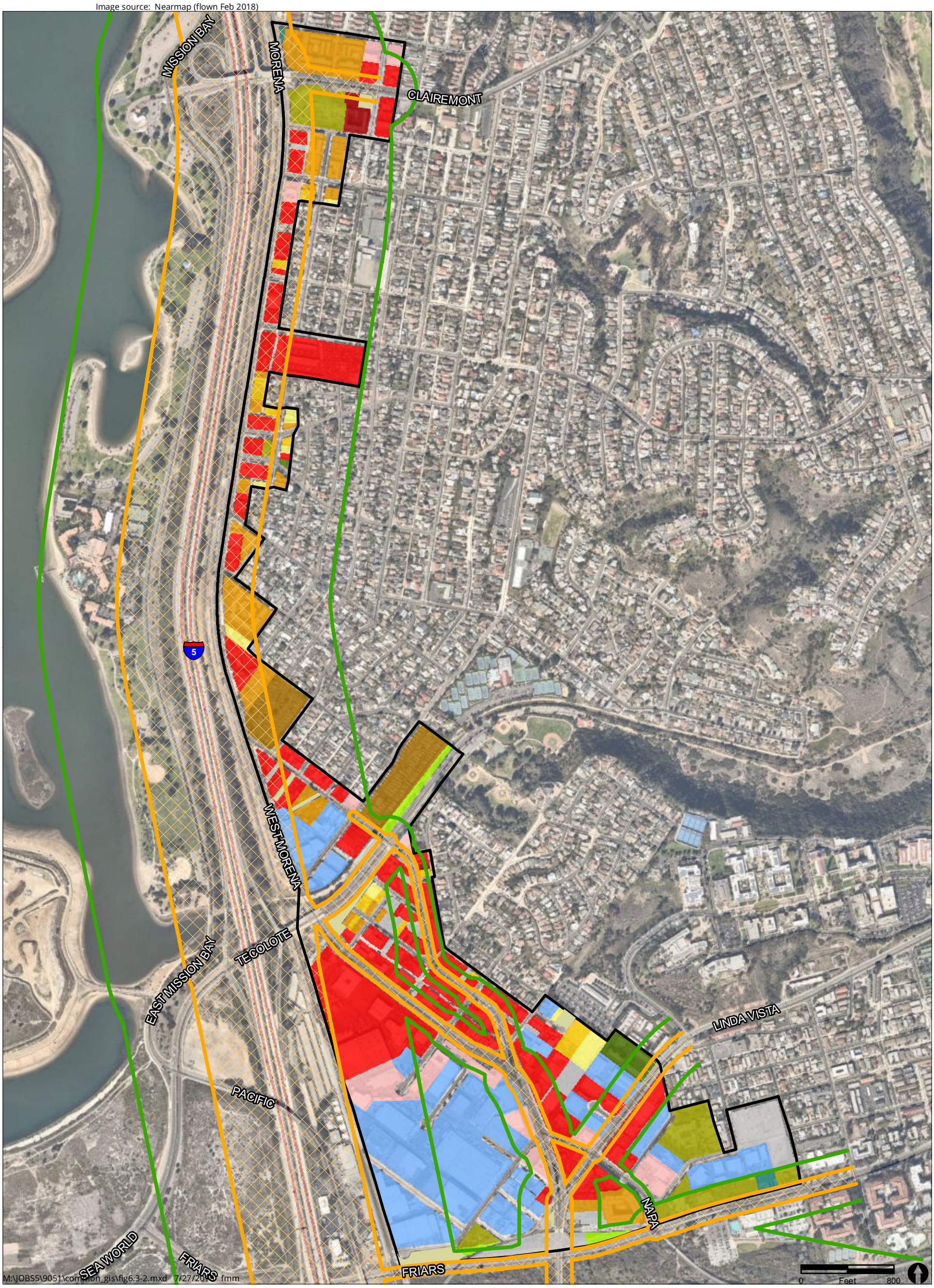
The noise contour distances represent the predicted noise level for each roadway without the attenuating effects of noise barriers, structures, topography, or dense vegetation. As intervening structures, topography, and dense vegetation would affect noise exposure at a particular location, the noise contours should not be considered site specific but rather as guides to determine when detailed acoustic analysis should be undertaken.

Figure 6.3-2 shows the existing vehicle traffic noise contours for the Specific Plan area. Noise levels and contour distances for the existing condition are shown in Table 6.3-3.

Table 6.3-3
Existing Traffic Noise Levels

Roadway	Segment	Existing Volume	CNEL at 50 Feet	Distance to Noise Contour (Feet)		
				70 CNEL	65 CNEL	60 CNEL
Gesner Street	Morena Boulevard to Denver Street	3,556	59	4	13	42
Clairemont Drive	I-5 NB Ramps to Denver Street	28,929	73	104	330	1,045
Ingulf Street	Morena Boulevard to Denver Street	5,185	61	6	19	62
Denver Street	Clairemont Drive to Ingulf Street	10,064	64	12	37	117
Morena Blvd	North of Gesner Street	13,508	70	49	155	489
Morena Blvd	Gesner Street to Ingulf Street	11,397	68	32	100	315
Morena Blvd	Ingulf Street to Milton Street	14,805	69	41	129	406
Morena Blvd	Milton Street to Ashton Street	16,362	70	46	144	456
Morena Blvd	Ashton Street to West Morena Boulevard	15,598	69	43	135	426
Morena Blvd	West Morena Boulevard to Knoxville Street	9,171	66	19	59	186
Morena Blvd	Knoxville Street to Tecolote Road	17,469	69	35	112	354
Morena Blvd	Tecolote Road to Buenos Avenue	16,020	68	33	104	330
Morena Blvd	Buenos Avenue to West Morena Boulevard	16,603	70	46	144	456
Morena Blvd	West Morena Boulevard to Napa Street	29,808	72	83	262	830
Morena Blvd	Napa Street to Linda Vista Road	23,023	71	63	199	629
Morena Blvd	South of Linda Vista Road	40,067	73	109	346	1,094
West Morena Blvd	Morena Boulevard to Vega Street	11,129	69	41	129	406
West Morena Blvd	Vega Street to Buenos Avenue	11,014	69	40	126	397
West Morena Blvd	Buenos Avenue to Morena Boulevard	13,312	70	49	155	489
Napa Street	Morena Boulevard to Linda Vista Road	24,812	68	29	93	294
Napa Street	Linda Vista Road to Riley Street	17,681	66	21	66	208
Napa Street	Riley Street to Friars Road	13,920	65	16	51	162
Milton Street	East of Morena Boulevard	3,821	60	4	14	45
Knoxville Street	Morena Boulevard to Savannah Street	1,149	57	2	7	23
Sea World Drive	Morena Boulevard to I-5 NB Ramps	24,513	71	67	213	674
Linda Vista Road	Morena Boulevard to Napa Street	22,603	70	47	148	467
Linda Vista Road	Napa Street to Marian Way	26,868	72	74	234	740
Friars Road	Napa Street to Colusa Street	19,550	72	71	223	706
Friars Road	West of Napa Street	9,355	69	44	138	435
I-5	Grand Avenue/Garnet Ave to Clairemont Dr	162,000	85	477	1,029	2,216
I-5	Clairemont Dr to Sea World Dr/Tecolote Rd	221,000	86	583	1,256	2,706
I-5	Sea World Drive/Tecolote Road to I-8	205,000	86	557	1,199	2,584
I-5	I-8 to Old Town Avenue	203,000	86	548	1,181	2,545
I-8	Sports Arena Boulevard to I-5	102,000	83	351	757	1,630
I-8	I-5 to Morena Boulevard	131,000	84	410	882	1,901
I-8	Morena Boulevard to Hotel Circle	187,000	85	524	1,128	2,430

Image source: Nearmap (flown Feb 2018)



Morena Corridor Specific Plan

Existing Noise Contours

- 65 CNEL
- 70 CNEL
- Area Exceeding 70 CNEL

RESIDENTIAL

- Single Family Detached
- Single Family Attached
- Mobile Homes
- Multi-Family Residential

COMMERCIAL AND OFFICE

- Retail, Regional, Wholesale Commercial
- Office Commercial
- Visitor Commercial

INDUSTRIAL

- Light Industry

PARKS AND RECREATION

- Recreation
- Open Space Parks

PUBLIC FACILITIES AND UTILITIES

- Transportation, Communications, Utilities
- Institutions
- Education

UNDEVELOPED

- Undeveloped

FIGURE 6.3-2
Existing Noise Contours

6.3.1.3 Existing Rail Noise

Railway noise results from trolley travel, horns, emergency signaling devices, and stationary bells at grade crossings. An existing rail corridor generally runs parallel to I-5 at the western Specific Plan area boundary. Amtrak operates passenger trains and the Coaster operates commuter trains along this rail corridor daily. The Burlington Northern Santa Fe Railway Company also operates freight trains along the corridor daily. A trolley corridor (Green Line Trolley) generally runs parallel to Interstate 8 (I-8) at the southern Specific Plan area boundary.

The San Diego Metropolitan Transit System (MTS) Green Line Trolley has one stop in the Specific Plan area, the Morena/Linda Vista Station, located southeast of the intersection of Morena Boulevard and Linda Vista Road. The Green Line currently extends from the 12th and Imperial Transit Center in Downtown San Diego to the Santee Town Center Station in the City of Santee. The Green Line operates every 15 minutes Mondays through Saturdays, and every 30 minutes during late evenings, Saturday mornings, and Sundays.

Additionally, the future Mid-Coast Trolley extension (Blue Line Trolley) is currently under construction in the Specific Plan area. Once constructed, this trolley extension would provide trolley service from the Old Town Transit Center to the University of California, San Diego and University Town Center along the rail corridor parallel to I-5. Two stations are planned to be constructed in the Specific Plan area, one at West Morena Boulevard and Tecolote Road and another at Morena Boulevard and Clairemont Drive.

6.3.1.4 Existing Aircraft Noise

The San Diego International Airport (SDIA) is located approximately one to two miles south of the Specific Plan area. Based on the noise contours developed by the San Diego County Regional Airport Authority and provided in the Airport Land Use Compatibility Plan (ALUCP) for SDIA (2014), the Specific Plan area is located outside the 60 CNEL aircraft noise contour for the SDIA. The aircraft noise contours are based on year 2030 forecast noise exposure. Aircraft noise contours for 2035 are expected to be identical to those shown in the ALUCP, provided that no major changes occur with respect to aircraft types using SDIA, terminal capacities, or Federal Aviation Administration flight paths and patterns.

The Specific Plan area is also located approximately four miles southwest of Montgomery Field and five miles southwest of Marine Corps Air Station (MCAS) Miramar. Based on the noise contours developed by the San Diego County Regional Airport Authority and provided in the ALUCPs for Montgomery Field (2010) and MCAS Miramar (2008), the Specific Plan area is located well outside the 60 CNEL aircraft noise contours.

6.3.1.5 Existing Stationary Noise

The existing land uses within the Specific Plan area are made up of primarily auto-oriented commercial and light industrial uses. Stationary noise sources for these land use types generally consist of noise from HVAC and mechanical systems, machinery, power tools, workplace noise (such as movement or dropping of materials), and vehicle noise.

6.3.2 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to noise are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed project. A significant impact related to noise could occur if implementation of the proposed project would:

1) Result in or create a significant increase in the existing ambient noise levels;

2) Result in an exposure of people to current or future transportation noise levels which exceed guidelines established in the Noise Element of the General Plan;

3) Result in land uses which are not compatible with aircraft noise levels as defined by an adopted Airport Land Use Compatibility Plan (ALUCP);

4) Result in the exposure of people to noise levels which exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code;

5) Result in the exposure of people to significant temporary construction noise; or

6) Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

6.3.2.1 Noise

Thresholds used to determine the significance of noise impacts are based on standards in the City's General Plan Noise Element and the Noise Abatement and Control Ordinance (Section 59.5.0101 et seq. of the San Diego Municipal Code [SDMC]) as described in the Regulatory Framework chapter, Section 5.3.2.

6.3.2.2 Vibration

While the City has not established specific groundborne noise and vibration standards, publications of the Federal Transit Administration (FTA) and Caltrans provide guidance for the analysis of environmental impacts due to groundborne noise and vibration relating to transportation and construction projects. Based on Caltrans-recommended standards, a significant vibration impact would occur where residences would be exposed to an exceedance of 0.2 inch per second peak particle velocity (ppv).

6.3.3 Methodology

6.3.3.1 Vehicle Traffic Noise

Existing and future (year 2035) vehicle traffic volumes for study area roadways were obtained from the Transportation Impact Analysis (TIA) prepared for the Specific Plan (see Appendix B). The traffic data and analyses in the TIA were conducted in accordance with the City's Traffic Impact Study Guidelines, San Diego Traffic Engineers' Council and Institute of Traffic Engineers (SANTEC/ITE) Guidelines, and the City's CEQA Significance Determination Thresholds (2016).

Vehicle classification mixes for I-5 and I-8 were obtained from Caltrans truck counts (Caltrans 2015). According to Caltrans data, I-5 has a vehicle classification mix of 96.3 percent automobiles, 2.4 percent medium trucks, and 1.3 percent heavy trucks in the Specific Plan area, and I-8 has a mix of 97.9 percent automobiles, 1.5 percent medium trucks, and 0.6 percent heavy trucks. To be conservative, a vehicle classification mix of 96.3 percent automobiles, 2.4 percent medium trucks, and 1.3 percent heavy trucks was modeled for I-5, I-8, and all study area roadways. This is conservative, since local roadways carry less truck traffic than the freeways.

The FHWA Traffic Noise Model was used to calculate distances to noise contours for freeways and study area roadways. The FHWA model takes into account traffic mix, speed, and volume; roadway gradient; relative distances between sources, barriers, and sensitive receptors; and shielding provided by intervening terrain or structures. The analysis of the noise environment considered that the topography was flat with no intervening terrain between sensitive land uses and roadways. Because no obstructions were assumed in the noise modeling, predicted noise levels used in the analysis are higher than what would actually occur. In the actual environment, buildings and other obstructions along the roadways would shield distant receivers from the traffic noise.

6.3.4 Impact Analysis

Issue 1 Ambient Noise

Would implementation of the proposed project result in or create a significant increase in the existing ambient noise level?

As discussed in Section 6.3.1.1, Noise Measurements, existing noise levels were measured in the Specific Plan area to identify ambient noise conditions (refer to Table 6.3-1).

Traffic noise generally dominates the noise environment around the Specific Plan area. Future development implemented under the Specific Plan would increase traffic along local roadways due to increased allowable density and intensity of uses throughout the Specific Plan area. Traffic noise increases may affect various sensitive land uses, including residences, schools, churches, and hospitals. Using information from the TIA (see Appendix B), a traffic noise analysis has been completed for the build-out of the Specific Plan. Table 6.3-4 summarizes the existing and build-out traffic noise levels along various roadway segments in the Specific Plan area. Roadway noise is measured in CNEL at 50 feet from the roadway centerline.

Table 6.3-4
Increases in Ambient Noise Levels (CNEL)

Roadway	Segment	Existing Noise Level	2035 Noise Level	Change in dB[1]
Gesner Street	Morena Boulevard to Denver Street	59	60	1
Clairemont Drive	I-5 NB Ramps to Denver Street	73	74	1
Ingulf Street	Morena Boulevard to Denver Street	61	61	0
Denver Street	Clairemont Drive to Ingulf Street	64	64	1
Morena Blvd	North of Gesner Street	70	70	0
Morena Blvd	Gesner Street to Ingulf Street	68	68	0
Morena Blvd	Ingulf Street to Milton Street	69	70	1
Morena Blvd	Milton Street to Ashton Street	70	69	-1
Morena Blvd	Ashton Street to West Morena Boulevard	69	70	0
Morena Blvd	West Morena Boulevard to Knoxville Street	66	66	0
Morena Blvd	Knoxville Street to Tecolote Road	69	69	0
Morena Blvd	Tecolote Road to Buenos Avenue	68	70	2
Morena Blvd	South of Linda Vista Road	73	75	2
West Morena Blvd	Morena Boulevard to Vega Street	69	69	1
West Morena Blvd	Vega Street to Buenos Avenue	69	70	1
Napa Street	Linda Vista Road to Riley Street	66	67	1
Napa Street	Riley Street to Friars Road	65	65	0
Milton Street	East of Morena Boulevard	60	60	0
Knoxville Street	Morena Boulevard to Savannah Street	57	58	2
Sea World Drive	Morena Boulevard to I-5 NB Ramps	71	72	1
Linda Vista Road	Morena Boulevard to Napa Street	70	71	1
Linda Vista Road	Napa Street to Marian Way	72	72	0
Friars Road	Napa Street to Colusa Street	72	71	-1
Friars Road	West of Napa Street	69	73	**3**
I-5	Grand Avenue/Garnet Ave to Clairemont Dr	85	86	1
I-5	Clairemont Drive to Sea World Dr/Tecolote Rd	86	86	0
I-5	Sea World Drive/Tecolote Road to I-8	86	86	0
I-5	I-8 to Old Town Avenue	86	86	1
I-8	Sports Arena Boulevard to I-5	83	83	1
I-8	I-5 to Morena Boulevard	84	84	1
I-8	Morena Boulevard to Hotel Circle	85	86	1

NOTES:
[1]Change in dB may vary due to independent rounding.
Noise levels are reported at 50 feet from the roadway centerline.

A significant impact would occur if build-out of the Specific Plan would result in traffic noise levels that exceed the significance thresholds for traffic noise (see Table 5-2). Per the City's significance thresholds, if the proposed project is currently at or exceeds the significance thresholds for traffic noise, then an increase of more than 3 decibels (dB) is considered significant. If an area is currently exposed to noise levels that do not exceed the land use compatibility guidelines and noise levels were to result in greater than a 5 dB(A) increase, then the impact would be considered significant.

As shown in Table 6.3-4, the increase in ambient noise due to implementation of the Specific Plan would be less than 3 dB for all roadway segments except the segment of Friars Road west of Napa Street. An existing multi-family residential development is located approximately 120 feet north of this segment of Friars Road. The future vehicle traffic noise levels at 120 feet north of Friars Road would be 69 CNEL, which is compatible with City standards for multi-family and mixed-use residential uses. Therefore, because the future noise level at the residential use would be compatible with City standards and because the increase in noise would be less than 5 dB, impacts along this segment would be less than significant.

There are several roadways that currently generate roadway noise above the significance thresholds. With generally increasing traffic volumes and increases in the associated traffic-generated noise levels, future conditions would also result in several roadways having noise environments above the significance thresholds. However, the total traffic noise increases at these locations at the build-out year (2035) are all below 3 dB, thus the increase would not be perceptible and impacts would be less than significant.

Issue 2 Transportation Noise

Would implementation of the proposed project cause an exposure of people to current or future transportation noise levels which exceed standards established in the Noise Element of the General Plan?

a. Vehicle Traffic Noise

A significant impact would occur if implementation of the Specific Plan resulted in an exposure of people to current or future motor vehicle traffic noise levels that exceed standards established in the Noise Element of the General Plan. The General Plan's Land Use – Noise Compatibility Guidelines are presented in Chapter 5.0, Regulatory Framework, Table 5-1. The Specific Plan proposes single-family residential, multi-family residential, commercial, institutional, industrial, and park and open space land uses, which are compatible with the following noise levels.

- Single-family residential is compatible up to 60 CNEL and conditionally compatible up to 65 CNEL.

- Multi-family residential and mixed uses are compatible up to 60 CNEL and conditionally compatible up to 70 CNEL.

- Additionally, as stated in Section B of the City's Noise Element, although not generally considered compatible, the City conditionally allows multi-family and mixed-use residential uses up to 75 CNEL in areas affected by motor vehicle traffic noise with existing residential

uses. Any future residential use exposed to noise levels up to 75 CNEL must include attenuation measures to ensure an interior noise level of 45 CNEL and be located in an area where a community plan allows multi-family and mixed-use residential uses.

- Sales, commercial services, and office uses are compatible up to 65 CNEL and conditionally compatible up to 75 CNEL.
- Institutional uses are compatible up to 60 CNEL and conditionally compatible up to 65 or 70 CNEL depending on the type of institutional use.
- Industrial uses are compatible up to 75 CNEL.
- Neighborhood parks are compatible up to 70 CNEL and conditionally compatible up to 75 CNEL.

Traffic noise generally dominates the noise environment around the Specific Plan area. The freeways and streets generating the greatest noise level in the Specific Plan area are I-5, I-8, Morena Boulevard, West Morena Boulevard, Linda Vista Road, and Friars Road. The distances to the 60, 65, and 70 CNEL noise contours in the build-out condition for freeways and major roadways in the Specific Plan area are shown in Table 6.3-5. Distances to the roadway noise contours are based on a hard, flat site with no intervening barriers or obstructions (worst-case analysis). Future horizon year noise contours for the Specific Plan area are shown in Figure 6.3-3.

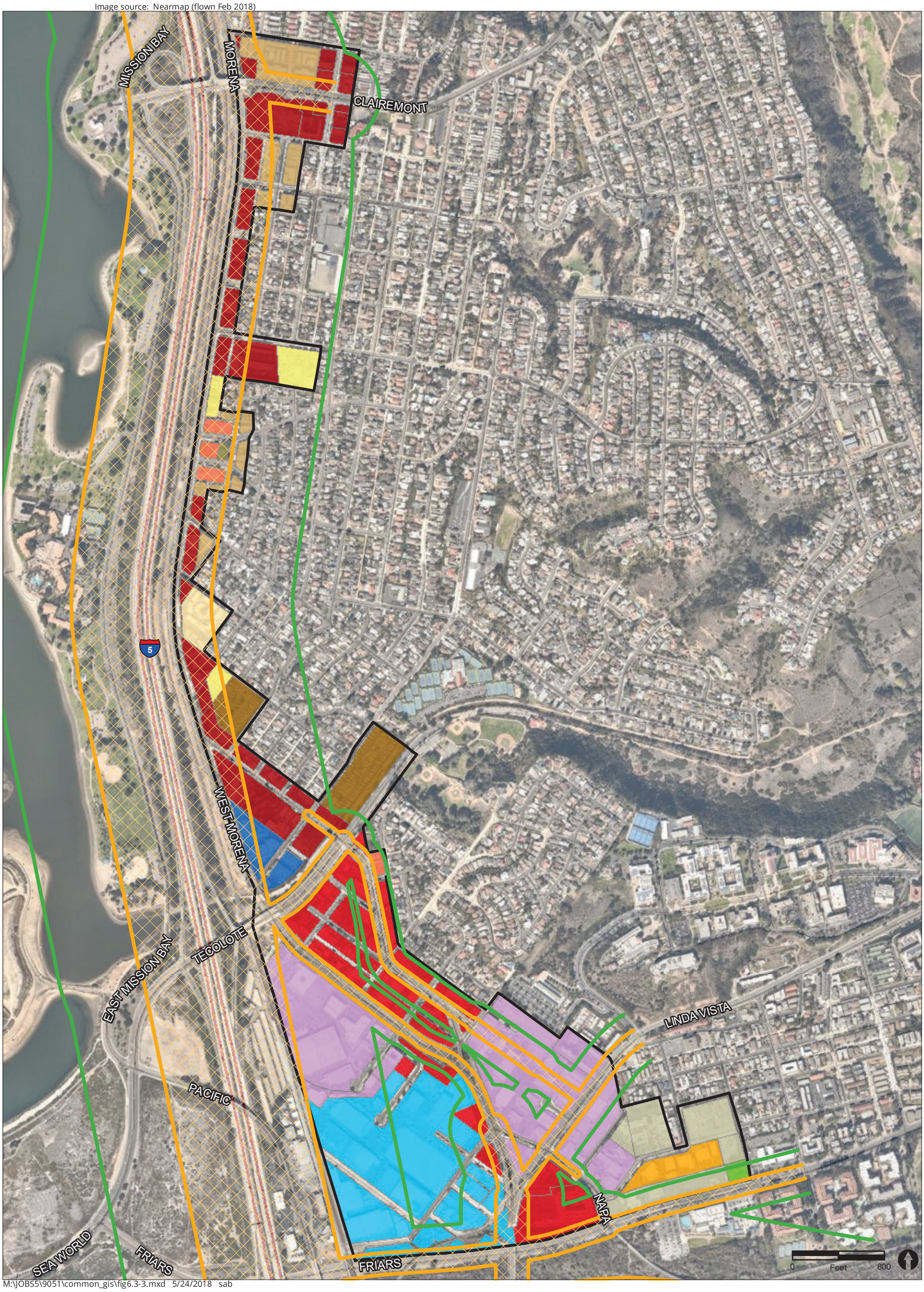
At any specific location the actual existing noise would depend upon not only the source noise level but also the nature of the path from the source to the sensitive receptor. Buildings, walls, dense vegetation, and other barriers would block the direct line of sight and reduce noise levels at the receptor. As an example, a first row of buildings would reduce traffic noise levels at receptors by 3 to 5 dB(A) behind those structures depending on the building-to-gap ratio. Large continuous structures can provide substantially greater attenuation of traffic noise.

While the General Plan Noise Element has a compatibility level of 60 CNEL or less for residential uses, noise levels up to 65 CNEL for single-family residential and up to 70 CNEL for multi-family residential are considered conditionally compatible, since interior noise levels can be reduced to 45 CNEL through simple means, such as closing/sealing windows and providing mechanical ventilation. Additionally, as stated in Section B of the General Plan Noise Element, although not generally considered compatible, the General Plan conditionally allows multi-family and mixed-use residential uses up to 75 CNEL in areas affected by motor vehicle traffic noise with existing residential uses. Any future residential use exposed to noise levels up to 75 CNEL must include attenuation measures to ensure an interior noise level of 45 CNEL and be located in an area where a community plan allows multi-family and mixed-use residential uses. Project design features such as noise walls adjacent to freeways and roadways can usually reduce exterior noise levels to comply with General Plan Noise Element guidelines.

Table 6.3-5
Future Traffic Noise Levels

Roadway	Segment	Buildout Volume	CNEL at 50 Feet	Distance to Noise Contour (Feet)		
				70 CNEL	65 CNEL	60 CNEL
Gesner Street	Morena Boulevard to Denver Street	4,100	60	5	15	48
Clairemont Drive	I-5 NB Ramps to Denver Street	35,400	74	129	406	1,285
Ingulf Street	Morena Boulevard to Denver Street	5,200	61	6	19	62
Denver Street	Clairemont Drive to Ingulf Street	11,400	64	13	43	135
Morena Blvd	North of Gesner Street	12,900	70	47	148	467
Morena Blvd	Gesner Street to Ingulf Street	11,200	68	31	97	308
Morena Blvd	Ingulf Street to Milton Street	17,100	70	47	148	467
Morena Blvd	Milton Street to Ashton Street	14,700	69	41	129	406
Morena Blvd	Ashton Street to West Morena Boulevard	16,100	70	45	141	446
Morena Blvd	West Morena Boulevard to Knoxville Street	9,200	66	19	59	186
Morena Blvd	Knoxville Street to Tecolote Road	18,100	69	37	117	371
Morena Blvd	Tecolote Road to Buenos Avenue	25,100	70	51	162	512
Morena Blvd*	Buenos Avenue to Cushman Avenue	17,600	70	49	155	489
Morena Blvd*	Cushman Avenue to Sherman Street	22,400	71	62	195	615
Morena Blvd*	Sherman Street to Linda Vista Road	18,200	70	50	158	500
West Morena Blvd	Morena Boulevard to Vega Street	12,000	69	44	138	435
West Morena Blvd	Vega Street to Buenos Avenue	13,400	70	49	155	489
West Morena Blvd	Buenos Avenue to Cushman Avenue	11,900	69	44	138	435
West Morena Blvd	Cushman Avenue to Sherman Street	12,000	69	44	138	435
West Morena Blvd	Sherman Street to Linda Vista Road	33,200	74	120	379	1,199
Morena Blvd	South of Linda Vista Road	50,800	75	141	446	1,409
Napa Street	Linda Vista Road to Riley Street	22,300	67	26	83	262
Napa Street	Riley Street to Friars Road	14,800	65	17	55	173
Milton Street	East of Morena Boulevard	3,800	60	4	14	45
Knoxville Street	Morena Boulevard to Savannah Street	1,700	58	3	11	35
Sea World Drive	Morena Boulevard to I-5 NB Ramps	30,300	72	83	262	830
Linda Vista Road	Morena Boulevard to Napa Street	28,100	71	57	182	574
Linda Vista Road	Napa Street to Marian Way	26,900	72	74	234	740
Friars Road	Napa Street to Colusa Street	16,900	71	62	195	615
Friars Road	West of Napa Street	20,500	73	95	301	953
Cushman Avenue*	West Morena Blvd to Morena Blvd	6,500	64	13	42	132
Sherman Street*	West Morena Blvd to Morena Blvd	8,300	65	17	54	169
I-5	Grand Ave/Garnet Avenue to Clairemont Dr	197,000	86	540	1,163	2,506
I-5	Clairemont Dr to Sea World Dr/Tecolote Rd	236,000	86	610	1,315	2,833
I-5	Sea World Drive/Tecolote Road to I-8	223,000	86	592	1,275	2,748
I-5	I-8 to Old Town Avenue	236,000	86	610	1,315	2,833
I-8	Sports Arena Boulevard to I-5	118,000	83	385	830	1,788
I-8	I-5 to Morena Boulevard	154,000	84	456	982	2,117
I-8	Morena Boulevard to Hotel Circle	220,000	86	583	1,256	2,706
*New roadway segment						

Image source: Nearmap (flown Feb 2018)



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Morena Corridor Specific Plan

Proposed Noise Contours

- 65 CNEL
- 70 CNEL
- Area Exceeding 70 CNEL

Planned Land Use

- Residential - Low (5- 9 Du/Ac)
- Residential - Medium (15-29 Du/Ac)
- Residential - Medium High (30-44 Du/Ac)
- Mobile Home Park
- Neighborhood Commercial (0-29 Du/Ac)
- Neighborhood Commercial - Res. Permitted (0-29 Du/Ac)
- General Commercial
- Community Commercial
- Community Village (30-74 Du/Ac)
- Light Industrial
- Industrial
- Fire Station
- Institutional
- Mini-Park

FIGURE 6.3-3

Horizon Year Noise Contours

As shown in Figure 6.3-3, noise levels in the Specific Plan area are dominated by vehicle traffic on I-5. Noise levels would exceed 60 CNEL in the entire Specific Plan area, and noise levels would exceed 65 CNEL in a majority of the Specific Plan area. However, noise levels would be less than 75 CNEL in the entire Specific Plan area as the 75 CNEL contour for I-5 occurs west of the western project boundary. Thus, the Specific Plan would not locate new sensitive land uses in areas that are exposed to 75 CNEL or greater.

Noise levels for sensitive land uses would be incompatible (i.e., greater than 70 CNEL) at areas located approximately 540 to 610 feet from I-5. These areas are currently developed; however, implementation of the Specific Plan would result in changes to the land uses in these areas, resulting in the introduction of new noise-sensitive land uses (i.e., increased residential uses). Therefore, impacts associated with future development within these areas would be potentially significant.

As detailed in Chapter 5, Section 5.3 of this PEIR, policies in the General Plan Noise Element and California Code of Regulations (CCR) Title 24 require the reduction of traffic noise exposure because they set standards for the siting of sensitive land uses. General Plan Noise Element policy NE-A.4 requires an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use – Noise Compatibility Guidelines. Future discretionary proposals within the Specific Plan area would therefore be required to conduct site-specific exterior noise analyses to demonstrate that the proposed project would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility guidelines of the General Plan Noise Element. Additionally, for all future projects located in areas where exterior noise levels exceed the Land Use – Noise Compatibility Guidelines as defined in the General Plan Noise Element, Table N-3, site-specific interior noise analyses demonstrating compliance with the interior noise compatibility guidelines of the General Plan would be required. These requirements for site-specific noise analyses would be implemented through submission of a Title 24 Compliance Report to demonstrate interior noise levels of 45 dB(A) CNEL. Through implementation of this regulatory framework, exterior traffic noise impacts associated with new development requiring discretionary approvals and interior traffic noise impacts for both ministerial and discretionary projects would be less than significant.

However, in the case of exterior noise impacts associated with ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant.

Impact 6.3-1: A significant impact related to exterior noise levels would occur for ministerial projects exposed to vehicular traffic noise levels in excess of the land use and noise compatibility levels established in the General Plan Noise Element, based on future (year 2035) noise contours as shown on Figure 6.3-3 of this Program Environmental Impact Report.

b. Rail Noise

As discussed, railway noise results from trolley travel, horns, emergency signaling devices, and stationary bells at grade crossings. The San Diego MTS Blue Line Trolley extension project along the rail corridor that generally runs parallel to I-5 aims to have trains operating through the Specific Plan area upon the line's full build-out by 2021 (San Diego Association of Governments [SANDAG] 2018). Freight trains would likely operate on an as-needed basis and would not have a fixed schedule. Future service could potentially increase or decrease depending on future demand. For this analysis, Amtrak and Coaster services are assumed to operate at conditions similar to existing conditions. Additionally, trolley service would continue to operate along the Green Line rail corridor that generally runs parallel to I-8.

Sound level distances from future San Diego MTS Trolley service were derived from SANDAG's Noise and Vibration Impacts Technical Report for the Mid-Coast Corridor Transit Project (SANDAG 2014). Freight and passenger train noise levels were based on Amtrak, Coaster, and freight train assumptions provided by the Los Angeles–San Diego–San Luis Obispo (LOSSAN) Rail Corridor Agency (LOSSAN 2012). Based on these studies, it is anticipated that rail traffic would generate a noise level of 60 CNEL at approximately 270 feet from the railway centerline. Residential uses located at the western Specific Plan area boundary adjacent to the railway could be exposed to rail noise that exceeds 60 CNEL; however, due to the location and proximity of I-5, noise levels along the rail corridor would be dominated by freeway vehicle traffic noise, overshadowing rail noise. Although noise-sensitive receivers would be located in proximity to railroad operations, Figure 6.3-3 shows that vehicle traffic noise from I-5 would generate noise levels exceeding 70 CNEL, which far-exceed the contribution of noise from railroad operations. In addition, as discussed above, interior noise impacts for all projects, including ministerial projects, would be less than significant because applicants must demonstrate compliance with the relevant interior noise standards through submission and approval of a Title 24 Compliance Report. Therefore, noise level impacts resulting from trolley and train operations would be less than significant.

Issue 3 Airport Compatibility

Would implementation of the proposed project result in land uses which are not compatible with aircraft noise levels as defined by an adopted Airport Land Use Compatibility Plan (ALUCP)?

As discussed, the Specific Plan area is located one to two miles north of the SDIA, four miles southwest of Montgomery Field, and five miles southwest of MCAS Miramar. A significant impact would occur if implementation of the proposed project would result in land uses that are not compatible with aircraft noise levels as defined by an adopted ALUCP.

Based on the noise contours developed by the San Diego County Regional Airport Authority and provided in the ALUCPs for SDIA, Montgomery Field, and MCAS Miramar, no portions of the Specific Plan area are located within any of the forecasted CNEL contours presented in the ALUCPs. Although occasional overflights may be audible, aircraft noise levels in the Specific Plan area would not exceed 60 CNEL. Neither exterior nor interior noise compatibility impacts would occur within the Specific Plan area; thus, the implementation of the Specific Plan would result in a less than significant impact related to noise exposure from aircrafts.

Issue 4 Noise Ordinance Compliance

Would implementation of the proposed project result in the exposure of people to noise levels which exceed property line limits established in the Noise Abatement and Control Ordinance of the Municipal Code?

A significant impact would occur if implementation of the Specific Plan resulted in the exposure of people to noise levels that exceed property line limits established in the Noise Abatement and Control Ordinance of the SDMC. Stationary sources of noise include activities associated with a given land use. For example, noise sources in commercial uses would include car washes, fast food restaurants, auto repair facilities, parking lots, and a variety of other uses.

Implementation of the Specific Plan would transform the area into a pedestrian-oriented mixed-use area. The Specific Plan would increase restaurant and retail-commercial uses and would increase residential densities within the Linda Vista portion of the Specific Plan area. The noise associated with these types of land uses is generally produced by pedestrian traffic, parking lot activity, and public gatherings.

Implementation of the Specific Plan could increase the numbers of consumers and people living and working within the Specific Plan area. This increase in the potential number of people within the Specific Plan area may result in increased but localized noise generation from residential and commercial uses. However, these types of noise sources typically generate less noise than the noise associated with auto-oriented commercial and light industrial land uses. Noise generated by residential or commercial uses is generally short-lived and intermittent, while noise generated by auto-oriented commercial and industrial uses is usually sporadic, highly variable, and spatially distributed.

Noise levels from stationary sources at the planned land uses throughout the Specific Plan area would not be expected to increase the hourly or daily average sound level with respect to current conditions, and future land uses associated with implementation of the Specific Plan are not expected to increase the total ambient noise environment. While noise-sensitive residential land uses would be exposed to noise associated with the operation of commercial uses, future projects would be required to show compliance with the Noise Abatement and Control Ordinance to ensure noise compatibility between various land uses. As detailed in Chapter 5.0, the City regulates specific noise level limits allowable between land uses including the requirement for noise studies, limits on hours of operation for various noise-generating activities, and standards for the compatibility of various land uses with the existing and future noise environment. Through enforcement of the Noise Abatement and Control Ordinance of the SDMC, impacts would be less than significant.

Issue 5 Temporary Construction Noise

Would implementation of the proposed project result in the exposure of people to significant temporary construction noise?

A significant impact would occur if implementation of the Specific Plan resulted in the exposure of people to significant temporary construction noise. Future development implemented under the Specific Plan could result in a temporary ambient noise increase due to construction activities.

Although no specific construction or development is proposed at this time, construction noise impacts could occur as future development within the Specific Plan area occurs. Due to the developed nature of Specific Plan area, there is a high likelihood that construction activities would take place adjacent to existing structures and that sensitive receptors would be located in proximity to construction activities.

Construction noise typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., demolition; land clearing, grading, and excavation; erection). Construction noise in any one particular area would be short term and would include noise from activities such as site preparation, truck hauling of material, pouring of concrete, and use of power tools. Noise would also be generated by construction equipment, including earthmovers, material handlers, and portable generators, and could reach high levels for brief periods. Table 6.3-6 summarizes typical construction equipment noise levels.

Table 6.3-6 Typical Construction Equipment Noise Levels		
Equipment	Noise Level at 50 Feet [dB(A) L_{eq}]	Typical Duty Cycle
Auger Drill Rig	85	20%
Backhoe	80	40%
Blasting	94	1%
Chain Saw	85	20%
Clam Shovel	93	20%
Compactor (ground)	80	20%
Compressor (air)	80	40%
Concrete Mixer Truck	85	40%
Concrete Pump	82	20%
Concrete Saw	90	20%
Crane (mobile or stationary)	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Front End Loader	80	40%
Generator (25 kilovolt ampts or less)	70	50%
Generator (more than 25 kilovolt amps)	82	50%
Grader	85	40%
Hydra Break Ram	90	10%
Impact Pile Driver (diesel or drop)	95	20%
In situ Soil Sampling Rig	84	20%
Jackhammer	85	20%
Mounted Impact Hammer (hoe ram)	90	20%
Paver	85	50%
Pneumatic Tools	85	50%
Pumps	77	50%
Rock Drill	85	20%
Roller	74	40%
Scraper	85	40%
Tractor	84	40%
Vacuum Excavator (vac-truck)	85	40%
Vibratory Concrete Mixer	80	20%
Vibratory Pile Driver	95	20%
SOURCE: FHWA 2006.		

Construction equipment would generate maximum noise levels between 70 and 95 dB(A) L_{max} at 50 feet from the source when in operation. During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Average construction noise levels were calculated for the simultaneous operation of three common pieces of construction equipment: backhoe, excavator, and loader. The usage factors were applied to the maximum noise level at 50 feet for each piece of equipment, and then noise levels were added logarithmically. Hourly average noise levels would be approximately 83 dB(A) L_{eq} at 50 feet from the center of construction activity when assessing three pieces of common construction equipment working simultaneously. Noise levels would vary depending on the nature of the construction including the

duration of specific activities, nature of the equipment involved, location of the particular receiver, and nature of intervening barriers. Construction noise levels of 83 dB(A) L_{eq} at 50 feet would attenuate to 75 dB(A) L_{eq} at 120 feet. Therefore, significant impacts would occur if sensitive land uses are located closer than 120 feet of construction activities.

The City regulates noise associated with construction equipment and activities through its Noise Abatement and Control Ordinance, which puts limits on the days of the week and hours of operation allowed for construction. The City also imposes conditions of approval for building and grading permits related to noise. However, there is also a procedure in place that allows for a permit to deviate from the noise ordinance. Due to the highly developed nature of the Specific Plan area with sensitive receivers potentially located in proximity to construction sites, there is a potential for construction of future projects to expose existing sensitive receptors to significant noise levels. This represents a potentially significant impact.

Impact 6.3-2: A significant impact due to construction noise would occur if sensitive land uses are located within 120 feet of future construction activities.

Issue 6 Groundborne Vibration

Would implementation of the proposed project result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

a. Trolley and Train Operations

The main concerns related to groundborne vibration are annoyance and damage. However, vibration sensitive instruments and operations can be disrupted at much lower levels. Vibration sensitive land uses may include machinery in manufacturing and processing uses or medical laboratory equipment.

Potential sources of groundborne vibration come from the current and future trolley, Amtrak, coaster, and freight trains which run on tracks at the western and southern Specific Plan area boundaries. The FTA provides screening distances for land uses that may be subject to vibration impacts from a commuter rail (FTA 2006). For Category 1 uses such as vibration-sensitive equipment, the screening distance from the right-of-way is 600 feet. For Category 2 land uses such as residences and buildings, where people would normally sleep, the screening distance is 200 feet. The screening distance for Category 3 land uses, such as institutional land uses, is 120 feet.

SANDAG and the FTA prepared a Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) for the Mid-Coast Corridor Transit Project, which is currently under construction and will extend trolley service from the Old Town Transit Center north along the I-5 rail corridor at the western Specific Plan area boundary (FTA and SANDAG 2014). A detailed vibration analysis associated with trolley, Amtrak, Coaster, and freight train operations was conducted as a part of the SEIS/SEIR. Three Category 1 land uses were identified along the rail corridor north of the Old Town Transit Center and north of the Specific Plan area, including: the VA Medical Center (250 feet from the railroad tracks), the UCSD Structural and Mechanical Engineering Building (150 feet from the railroad tracks), and the Scripps XiMed Building (170 feet from the

railroad tracks). Due to the distance from the railroad tracks and the masonry type of construction, which is typical of buildings that are for uses sensitive to vibration, the analysis found that vibration levels would be below the FTA criteria. No existing Category 1 uses were identified in the Specific Plan area. Additionally, at the closest point, the railroad tracks are located 150 feet from the east side of Morena Boulevard, which forms the western Specific Plan area boundary north of Sea World Drive/Tecolote Road. The railroad tracks are more than 150 feet from the western Specific Plan area boundary south of Sea World Drive/Tecolote Road. Therefore, should any Category 1 land uses be constructed within the Specific Plan area, they would be located at least 150 feet from the railroad tracks; thus, vibration levels would be less than FTA criteria.

For Category 2 and 3 land uses, the vibration analysis for the Mid-Coast Corridor Transit Project SEIS/SEIR identified vibration impacts at a multi-family use located in La Jolla. However, these uses are located as close as 25 feet from the railroad tracks. A detailed vibration assessment was also conducted for another multi-family complex in La Jolla that is as close as 80 feet from the railroad tracks. At this distance, the detailed assessment concluded that vibration levels would be less than FTA criteria. No vibration impacts were identified in the Specific Plan area. As all land uses in the Specific Plan area would be located at least 150 feet from the railroad tracks, it can be concluded that vibration levels at current and future Specific Plan area land uses would be less than FTA criteria. In conclusion, groundborne vibration impacts due to current and future railroad operations in the Specific Plan area would be less than significant.

b. Commercial and Industrial Operations

Commercial and light industrial operations, on occasion, utilize equipment or processes that could also have a potential to generate groundborne vibration. However, vibrations found to be excessive for human exposure that are the result of commercial and industrial machinery are generally addressed from an occupational health and safety perspective. The residual vibrations are typically of such low amplitude that they quickly dissipate into the surrounding soil and are rarely perceivable at the surrounding land uses. Additionally, the uses that may be constructed under the Specific Plan would include uses such as retail and wholesale uses, restaurants, small offices, automotive repairs, and other light industrial uses that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, vibration impacts from commercial and industrial operations would be less than significant.

c. Construction

Construction of projects implemented under a permit allowing deviation from the City's noise ordinance could be located adjacent to existing structures (see Issue 5, above). Construction activities may include demolition of existing structures, site preparation work, excavation of parking and subfloors, foundation work, and building construction. Demolition for an individual site may last several weeks to months and may produce substantial vibration. Excavation for underground levels could also occur on some project sites, and vibratory pile driving could be used to stabilize the walls of excavated areas. Piles or drilled caissons may also be used to support building foundations.

As with any type of construction, vibration levels during any phase may at times be perceptible. However, non-pile driving or foundation work construction phases that have the highest potential of producing vibration (such as jackhammering and other high power tools) would be intermittent and would only occur for short periods of time for any individual project site. By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby properties, perceptible vibration can be kept to a minimum and as such would result in a less than significant impact with respect to perception.

Pile driving has the potential to generate the highest groundborne vibration levels and is the primary concern for structural damage when it occurs within 95 feet of structures. Past studies have established a ppv of 0.20 inch per second as the limit where vibration would begin to annoy people in buildings and at which there is a risk of cosmetic damage to normal dwellings. Maximum vibration levels from pile driving would exceed this level at approximately 95 feet. Vibration levels generated by pile-driving activities would vary depending on project conditions, such as soil conditions, construction methods, and equipment used. Pile-driving activities generate vibrations at various frequencies, with the dominant frequency of propagating waves from impact sources ranging between 3 and 60 hertz. Using the middle range for illustration purposes, equipment operating at a frequency range of 30 hertz would exceed the perceptible range at approximately 100 feet. Pile driving within 95 feet of existing structures has the potential to exceed the 0.20 inch per second ppv threshold. Use of vibration producing equipment within this distance to structures would generally require a permit to deviate from the noise ordinance, which provides the framework for the City building official to verify that appropriate measures are taken to avoid adverse impacts associated with vibration producing construction equipment. Example measures taken when construction vibration impacts could occur include the following:

- Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approach the limits.

- Monitor vibration during initial demolition activities and during pile-driving activities. Monitoring results may indicate the need for more or less intensive measurements.

- When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.

- Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage have been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.

While construction related vibration impacts would generally be reduced to less than significant through implementation of standard construction controls and requirements associated with the required permit allowing deviation from the City's noise ordinance; at a program level of analysis, it cannot be known with certainty that potentially significant impacts would be reduced to less than significant. Thus, a significant impact related to the use of vibration generating construction equipment within 95 feet of an existing structure would be potentially significant

Impact 6.3-3: If pile driving were to occur within 95 feet of existing structures, a potentially significant impact associated with vibration would result.

Cumulative Impacts

The analysis provided above for each issue area is cumulative in nature because the analysis considers noise and vibration impacts associated with build-out of the entirety of the Specific Plan area and the traffic assumptions used in the analysis include cumulative traffic associated with build-out of neighboring communities. Noise impacts associated with build-out of neighboring communities would be localized in nature. For example, construction of restaurants or commercial uses in Linda Vista or Clairemont Mesa would not affect residences in the Specific Plan area with the exception of development that may occur at the boundary of the neighboring areas. However, build-out of land uses within each community would be subject to the same General Plan policies, noise ordinance requirements, and Title 24 standards discussed in this document. Thus, cumulative noise impacts would be less than significant.

6.3.5 Significance of Impacts

6.3.5.1 Ambient Noise

An increase in ambient vehicular traffic noise in the Specific Plan area would result from build-out of the Specific Plan, which allows higher density and greater intensity of uses, and also from increases in traffic due to regional growth. A significant increase in ambient noise levels would specifically occur adjacent to the segment of Friars Road west of Napa Street. However, future noise levels at the multi-family residential uses located adjacent to this segment would be compatible with City standards for multi-family and mixed-use residential uses, and the increase in ambient noise would be less than 5 dB; thus, impacts along this segment would be less than significant. Noise level increases along all other roadway segments would be less than 3 dB and would also be less than significant.

6.3.5.2 Vehicular Noise

In the Specific Plan area, noise levels are not projected to exceed 75 CNEL since the 75 CNEL contour for I-5 occurs west of the western Specific Plan area boundary. Thus, the Specific Plan would not locate new sensitive land uses in areas that are exposed to 75 CNEL or greater. Noise levels would exceed 60 CNEL in the entire Specific Plan area, and noise levels would exceed 65 CNEL in a majority of the Specific Plan area.

A regulatory framework and review process exists for new discretionary development in areas exposed to high levels of vehicle traffic noise. Implementation of the policies in the General Plan would preclude or reduce traffic noise impacts, because they require future projects to demonstrate that exterior and interior noise levels would be compatible with City standards. Therefore, exterior and interior noise compatibility impacts associated with future discretionary projects, and interior noise compatibility impacts associated with future ministerial projects implemented in accordance with the Specific Plan would be less than significant with implementation of existing regulations and

noise standards. However, in the case of exterior noise impacts to ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Therefore, exterior noise impacts for ministerial projects located in areas that exceed the applicable land use and noise compatibility level would be significant and unavoidable (Impact 6.3-1).

Trolley, Amtrak, Coaster, and freight trains would generate a noise level of 60 CNEL at approximately 270 feet from the railway centerline. Although noise sensitive receivers would be in proximity to railroad operations, vehicle traffic noise from I-5 would generate noise levels exceeding 70 CNEL, which far exceeds the contribution of noise from railroad operations. Noise impacts due to trolley and train operations would be less than significant.

6.3.5.3 Airport Compatibility

Based on the noise contours developed by the San Diego County Regional Airport Authority and provided in the ALUCPs for SDIA, Montgomery Field, and MCAS Miramar, no portions of the Specific Plan area are located within any of the forecasted CNEL contours presented in the ALUCPs. Although occasional overflights may be audible, aircraft noise levels in the Specific Plan area would not exceed 60 CNEL. Neither exterior nor interior noise compatibility impacts would occur at any of the proposed land uses; thus, the implementation of the Specific Plan would result in a less than significant impact related to noise exposure from aircrafts.

6.3.5.4 Noise Ordinance Compliance

Mixed-use areas throughout the Specific Plan area would contain residential and commercial interfaces. Mixed-use areas where residential uses are located in proximity to commercial sites could expose sensitive receptors to noise above allowable levels. However, City enforcement of the Noise Abatement and Control Ordinance would serve to avoid noise impacts between various land uses. Therefore, impacts would be less than significant.

6.3.5.5 Temporary Construction Noise

Construction activities related to implementation of Specific Plan would potentially generate short-term noise levels in excess of 75 dB(A) L_{eq} at adjacent properties. While the City regulates noise associated with construction equipment and activities through enforcement of its noise ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits, there is a procedure in place that allows for variance from the noise ordinance. Due to the highly developed nature of the Specific Plan area with sensitive receivers potentially located in proximity to construction sites, there is a potential for construction of future projects to expose existing sensitive land use to significant noise levels. While future development projects would be required to incorporate feasible mitigation measures, due to the close proximity of sensitive receivers to potential construction sites, the program-level impact related to construction noise would be potentially significant (Impact 6.3-2).

6.3.5.6 Groundborne Vibration

a. Trolley and Train Operations

Groundborne vibration impacts could occur as a result of trolley and train operations. As discussed, existing and future land uses in the Specific Plan area are at least 150 feet from the railroad tracks. Based on the results of the detailed vibration assessment prepared for Mid-Coast Corridor Transit Project and the distance of sensitive land uses from the railroad tracks, vibration levels in the Specific Plan area would be less than FTA criteria, and impacts associated with groundborne vibration from railroad operations would be less than significant.

b. Commercial and Industrial Operations

Vibration impacts could also occur as a result of commercial and light industrial operations that are implemented in accordance with the Specific Plan. The uses that may be constructed under the Specific Plan would include uses such as retail and wholesale uses, restaurants, small offices, automotive repairs, and other light industrial uses that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Residential and civic uses do not typically generate vibration. Thus, vibration impacts from commercial and industrial operations would be less than significant.

c. Construction Vibration

By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby properties, perceptible vibration can be kept to a minimum and as such would result in a less than significant impact with respect to perception. However, pile driving within 95 feet of existing structures has the potential to exceed a ppv of 0.20 inch per second which is the limit where vibration can begin to annoy people in buildings and at which there is a risk of cosmetic damage to normal dwellings. While potentially adverse impacts would likely be reduced to less than significant through implementation of standard construction controls and requirements associated with the required permit to deviate from the noise ordinance; at a program level of analysis, it cannot be known with certainty that all potential project level impacts can be reduced to less than significant. Thus, this represents a potentially significant impact (Impact 6.3-3).

6.3.6 Mitigation Framework

Significant impacts would occur for future ministerial projects exposed to vehicular traffic noise levels in excess of the Land Use – Noise Compatibility Guidelines established in the General Plan Noise Element, based on future (year 2035) noise contours (Impact 6.3-1). No feasible mitigation has been identified at the program level to reduce exterior noise impacts to less than significant, as there is no mechanism to require exterior noise analysis and attenuation for ministerial projects.

Pile driving within 95 feet of existing structures has the potential to result in a significant impact related to vibration during construction (Impact 6.3-3). While potentially significant adverse impacts

would likely be reduced to less than significant through implementation of standard construction controls and requirements associated with a required permit allowing deviation from the City's noise ordinance; at a program level of analysis, it cannot be known with certainty that all potential project level impacts can be reduced to less than significant. While there are existing requirements in place that would most likely reduce significant impacts, in the absence of project specific information related to construction schedules, equipment, and location of pile driving in relation to structures, it cannot be known at a program level that all impacts could be reduced to less than significant and a feasible mitigation framework has not been identified.

In order to mitigate impacts related to construction noise (Impact 6.3-2), the following mitigation measure would be implemented.

NOISE 6.3-1: At the project-level, future development projects will be required to incorporate feasible mitigation measures. Typically, noise can be reduced to comply with City standards when standard construction noise control measures are enforced at the project site and when the duration of the noise-generating construction period is limited to one construction season (typically one year) or less.

- Construction activities shall be limited to the hours between 7:00 A.M. and 7:00 P.M. Construction is not allowed on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays (consistent with Section 59.5.0404 of the San Diego Municipal Code).

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Locate stationary noise-generating equipment (e.g., compressors) as far as possible from adjacent residential receivers.

- Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.

- Utilize "quiet" air compressors and other stationary noise sources where technology exists.

- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.

- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.

6.3.7 Significance of Impacts after Mitigation

There are no feasible mitigation measures to reduce exterior noise impacts associated with future ministerial projects exposure to vehicular traffic noise levels in excess of the compatibility levels established in the General Plan Noise Element. Based on future (year 2035) noise contours, exterior noise impacts for ministerial projects would be significant and unavoidable (Impact 6.3-1).

Regarding temporary construction noise impacts (Impact 6.3-2), future construction projects would be required to incorporate the standard controls outlined in mitigation measure NOISE 6.3-1, which would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. However, at the program level it cannot be known whether the noise reduction measures would be adequate to reduce noise levels to below a level of significance. Construction noise impacts would therefore be significant and unavoidable.

Regarding vibration impacts associated with construction (Impact 6.3-3), pile driving within 95 feet of existing structures has the potential to exceed a ppv of 0.20 inch per second, which is the limit where vibration can begin to annoy people in buildings and at which there is a risk of cosmetic damage to normal dwellings. In the absence of project-specific information related to construction schedules, equipment, and location of pile driving in relation to structures, no mitigation framework was identified that would ensure all project level impacts would be reduced to less than significant. Thus, impacts would be significant and unavoidable.

6.4 Air Quality

This section evaluates the potential air quality and odor impacts that would result from the implementation of the Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan"; or the "proposed project"). This evaluation is based on the methodology recommended by the San Diego Air Pollution Control District (APCD). The analysis in this section is based on build-out of the Specific Plan, as modeled generally using the California Emissions Estimator Model (CalEEMod), and trip generation provided in the Transportation Impact Analysis by Chen Ryan Associates (Appendix B). The criteria air pollutant emissions modeling results for construction and operational phases are included in Appendix D.

6.4.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively

6.4.2 Significance Determination Thresholds

6.4.2.1 CEQA Guidelines

Thresholds used to evaluate potential impacts to air quality are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016), and applicable air district standards described below. Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed project. A significant air quality and/or odor impact could occur if implementation of the proposed project would:

1) Conflict with or obstruct implementation of the applicable air quality plan;

2) Result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation;

3) Expose sensitive receptors to substantial pollutant concentrations, including toxins; or

4) Create objectionable odors affecting a substantial number of people.

6.4.2.2 San Diego Air Pollution Control District

a. Air Quality Standards

Regarding Issue 2 above, the San Diego APCD has established trigger levels that determine when a new or modified stationary source would require an air quality analysis. These trigger levels are utilized by the City in its CEQA Significance Determination Thresholds (City of San Diego 2016) as one of the considerations when determining the potential significance of air quality impacts for projects within the City. These thresholds would be applicable to future, individual development projects implemented within the Specific Plan area. The air quality impact screening levels applicable to future development within the Specific Plan area are shown in Table 6.4-1.

Table 6.4-1
Air Quality Impact Screening Levels

	Emission Rate		
	Pounds/Hour	Pounds/Day	Tons/Year
NO_X	25	250	40
SO_X	25	250	40
CO	100	550	100
PM_{10}	--	100	15
Lead	--	3.2	0.6
VOC, ROG	--	137	15
$PM_{2.5}$[a]	--	67	10

SOURCE: San Diego APCD, Rules 20.1, 20.2, 20.3; City of San Diego 2016.
[a] The City does not specify a threshold for $PM_{2.5}$. Threshold here is based on San Diego APCD, Rules 20.1, 20.2, 20.3.

The above thresholds are applicable to individual development projects and not a program-level analysis such as the proposed Specific Plan. The project-level thresholds are intended to ensure many individual projects would not obstruct the timely attainment of the national and state ambient air quality standards (AAQS). Generally, discretionary program-level planning activities, such as general plans, community plans, and specific plans, are evaluated for consistency with the local air quality plans as a measure of significance.

b. Toxic Air Emissions

Regarding toxic air emissions (Issue 3), for San Diego APCD-permitted projects in general, the San Diego APCD does not identify a significant impact if the potential health risks from the proposed project would be below the health risk public notification thresholds specified by San Diego APCD Rule 1210. The public notification thresholds are:

- Maximum incremental cancer risks equal to or greater than 10 in one million, or
- Cancer burden equal to or greater than 1.0, or
- Total acute non-cancer health hazard index equal to or greater than 1.0, or
- Total chronic non-cancer health hazard index equal to or greater than 1.0.

Therefore, for the purposes of evaluating the potential health risks associated with the air toxics addressed in this assessment, a significant impact would occur if the worst-case incremental cancer risk was greater than or equal to 10 in one million, or if the worst-case total acute or chronic health hazard index is greater than or equal to one.

6.4.3 Impact Analysis

Issue 1 Conflicts with Air Quality Plans

Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?

As described in Chapter 5.0, the California Clean Air Act requires air basins that are designated nonattainment of state AAQS for criteria pollutants prepare and implement plans to attain the standards by the earliest practicable date. The two pollutants addressed in the San Diego Regional Air Quality Strategy (RAQS) are reactive organic gas (ROG) and oxides of nitrogen (NO_X), which are precursors to the formation of ozone (O_3). Projected increases in motor vehicle usage, population, and industrial growth create challenges in controlling emissions to maintain and further improve air quality. The RAQS, in conjunction with the Transportation Control Measures, were most recently updated in 2016 as the air quality plan for the San Diego Air Basin (SDAB).

The basis for the RAQS is the distribution of population in the region as projected by the San Diego Association of Governments (SANDAG). The San Diego APCD refers to approved general plans to forecast, inventory, and allocate regional emissions from land use and development-related sources. These emissions budgets are used in statewide air quality attainment planning efforts. As such, projects that propose development at an intensity equal to or less than population growth projections and land use intensity are inherently consistent. Amending the adopted land uses to change development potential would not necessarily result in an inconsistency between the current air quality plans (that are based on the adopted Clairemont Mesa and Linda Vista community plans) and the proposed Specific Plan. The focus of the RAQS is on emissions from the sources, not the actual land use. Projects that propose development that is greater than anticipated in the regional growth projections warrant further analysis to determine consistency with RAQS and the State Implementation Plan (SIP). Consistency with the RAQS is further evaluated by comparing emissions that would occur within the Specific Plan area based on the adopted land uses in the Clairemont Mesa and Linda Vista community plans to the emissions that would occur within the Specific Plan area with build-out of the proposed Specific Plan land use changes for the Linda Vista Community Plan area portion of the Specific Plan area.

The Specific Plan includes policies and supplemental development regulations to guide future development within the plan area. The Specific Plan proposes land use designations near the future Mid-Coast Light Rail Transit station at Tecolote Road and the existing Morena/Linda Vista Trolley Station, intended to encourage a greater density and intensity of mixed-use residential and commercial land uses and promote transit-oriented development. Although the Specific Plan area is located within both the Linda Vista and Clairemont Mesa Community Plan areas, the Specific Plan does not change land uses in the Clairemont Mesa Community Plan area.

The Specific Plan identifies land use changes to add more employment, retail, and residential uses near high-frequency transit and linked by pedestrian and bicycle facilities. While transportation control measures are not a part of the RAQS, regional transportation modeling is based on the underlying General Plan land use designation. The Specific Plan would be consistent with the San Diego APCD's regional goals of providing infill housing, improving the balance between jobs and housing, and integrating land uses near major transportation corridors. A guiding principle of the Specific Plan includes expanding multi-modal transportation options through enhanced pedestrian and bicycle connectivity and increasing public connectivity to open space. The Specific Plan identifies several policies to reduce vehicle miles traveled and vehicle trips. For example, land use policies aim to establish pedestrian- and transit-oriented development integrated with nearby transit stations to create a vibrant community village that is walkable and bikeable. Likewise, the mobility section of the Specific Plan includes policies that encourage infrastructure for electric vehicles, improve access to transit stations, and provide convenient bicycle parking. Finally, mobility measures in the conservation section would reduce dependence on single-occupancy vehicle use and promote alternative modes of transportation through policies 6.1.2, 6.1.3, and 6.1.4.

However, because the Specific Plan would result in greater density, future emissions associated with build-out of the Specific Plan would be greater than future emissions associated with build-out of the adopted land uses. Quantification of existing and future emissions is discussed further under Issue 2. Therefore, emissions of ozone precursors (ROG and NO_X) would be greater than what is accounted for in the RAQS. Thus, the Specific Plan would conflict with implementation of the RAQS and would have a potentially significant impact on regional air quality.

Impact 6.4-1: The Specific Plan would conflict with implementation of the RAQS, resulting in a potentially significant impact on air quality.

Issue 2 Air Quality Standards

Would the proposed project result in a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?

Air quality impacts can result from the construction and operation of a project. Construction impacts are short term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional impacts resulting from development or local effects stemming from sensitive receivers being placed close to roadways or stationary sources. In the case of the Specific Plan, operational impacts are primarily due to emissions from mobile sources associated with the vehicular travel along the roadways. Construction and operational impacts of the Specific Plan are discussed below.

a. Construction

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include:

- Fugitive dust from grading activities;
- Construction equipment exhaust;

- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Construction activities such as the operation of on-site heavy-duty construction vehicles and the transport of materials and labor to and from construction sites would be the primary sources of NO_X, carbon monoxide (CO), and sulfur dioxide (SO_2) emissions. Site preparation activities such as grading and excavation, road construction, and building demolition and construction would be the primary sources of particulate matter less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$) emissions. Painting during the architectural coating phase and off-gas emission associated with asphalt paving would be the main contributor of ROG emissions. Mobile source emissions from vehicle and construction equipment exhaust, as well as from haul trips associated with earthwork material hauling would be the primary contributor of NO_X emissions generation.

Construction activities associated with build-out of the Specific Plan area are anticipated to occur sporadically over approximately 20 years. Buildout would comprise multiple smaller infill projects undertaken by individual developers/project applicants, each having its own construction timeline and activities. The intensity of construction activity associated with the Specific Plan could be the same during each year. It is more likely, however, that some period of construction and associated emissions would be more intense than other periods due to changes in market conditions and according to the preferences of the project applicants. While neither the San Diego APCD nor the City provides additional guidance on construction assumptions for program-level analyses, some air districts such as the Sacramento Metropolitan Air Quality Management District (SMAQMD) suggest that lead agencies conservatively assume that construction-generated emissions associated with the build-out of a plan should be evaluated assuming 25 percent of the total land uses would be constructed in a single year (SMAQMD 2016). Therefore, in order to illustrate the potential construction-related air quality impacts from projects that could occur under the Specific Plan, a conservative approach using the methodology recommended by the SMAQMD was used.

The Specific Plan area is completely developed, with little to no vacant land. As a conservative assessment, 25 percent of all proposed multi-family, office, retail, and industrial land uses as well as roadway surfaces were modeled as being newly constructed, regardless of whether some amount currently exists or not. This approach results in a conservative estimate of the construction emissions that could occur in one year. This equates to 1,491 multi-family units; 168,555 square feet of office uses; 224,864 square feet of retail uses; 298,718 square feet of industrial uses; and 7.7 acres of roadway surfaces.

Air emissions were calculated using CalEEMod 2016.3.2 (CAPCOA 2017). Primary inputs are the numbers of each piece of equipment and the length of each construction stage. These estimates are based on surveys, performed by the South Coast Air Quality Management District and the SMAQMD of typical construction projects, which provide a basis for scaling equipment needs and schedule with a project's size. Air emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters. Standard dust control measures would be implemented as a part of project construction in accordance with San Diego APCD rules and regulations.

Maximum daily construction emissions are summarized in Table 6.4-2. CalEEMod data are provided in Appendix D.

Table 6.4-2
Summary of Maximum Construction Emissions in the Specific Plan Area (pounds per day)

	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition	5	89	32	0	22	5
Site Preparation	4	46	23	0	11	7
Grading/Excavation	5	55	34	0	6	4
Building Construction	10	66	72	0	15	5
Paving	3	15	15	0	1	1
Architectural Coatings	111	3	10	0	2	1
Maximum Daily Emissions	**111**	**89**	**72**	**0**	**22**	**7**
Significance Threshold	*137*	*250*	*550*	*250*	*100*	*67*

For assessing the significance of the air quality emissions resulting from construction of a hypothetical project, the construction emissions were compared to the thresholds shown in Table 6.4-1. As shown, the hypothetical worst-case construction scenario would not result in air emissions that would exceed the significance thresholds.

These daily construction emissions are presented to illustrate the potential scope of air impacts for projects that could be constructed under the Specific Plan. Based on this analysis, individual projects constructed as part of build-out of the Specific Plan area would not exceed air quality significance thresholds for construction emissions. Based on this worst-case construction emissions analysis, construction emissions associated with build-out of the Specific Plan would be less than significant.

b. Operation

Operation emissions are long term and include mobile and area sources. Sources of operational emissions associated with future projects developed under the Specific Plan include:

- Traffic generated by the project; and
- Area source emissions from the use of natural gas, landscaping equipment, fireplaces, and consumer products.

Emissions of ROG, CO, NO_X, and SO_2 are primarily emitted from the combustion of fossil fuels, such as gasoline or diesel, associated with motor vehicle usage and transportation. Ozone is a secondary criterion air pollutant, which is formed when ROGs and NO_X undergo photochemical reactions in sunlight. Particulate emissions have several sources, including industrial, agricultural, construction, and transportation activities. Air pollutants generated by all land uses within the Specific Plan area were modeled based on average emissions from land use types. For the purposes of this analysis, it was assumed that the land use changes contained in the proposed Specific Plan would be fully constructed in 2035. Actual emissions would vary depending on future projects and regulations within the Specific Plan area.

Modeling of criteria air pollutants was conducted using CalEEMod, version 2016.3.2, and based on the following:

- **Transportation**. Mobile source operational emission estimates are based on the trip rate and trip length for each land use type and size. Vehicle trip rates were taken from the Transportation Impact Analysis (Appendix B) based on 93,602 average daily trips (ADT) for the existing conditions, 106,005 ADTs for the Adopted Community Plans and 116,130 ADTs for the Specific Plan. Default vehicle emission factors and trip lengths were used.

- **Energy Use**. An area source associated with development includes natural gas used in space and water heating. Energy consumption values are based on the California Energy Commission-sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies, which identify energy use by building type and climate zone. Because these studies are based on older buildings, adjustments have been made in CalEEMod to account for changes to Title 24 Building Codes. CalEEMod 2016.3.2 is based on the current 2016 Title 24 energy code (Part 6 of the Building Code). CalEEMod also provides energy consumption rates based on historic data. Energy efficiency is increased with each revision to the Title 24 energy code; thus, depending on when building permits are obtained, new buildings would meet 2016 Title 24 energy code requirements at a minimum. Energy rates in CalEEMod were adjusted to account for a mix of existing development using historic energy values and new development using 2016 Title 24 energy values.

- **Area Sources**. Besides natural gas, other area sources of emissions associated with development include consumer products, architectural coatings, landscape equipment, and fireplaces. Criteria air pollutant emissions from this sector are from the use of hearths, consumer products, architectural coating, and landscaping equipment. Area source emission assumptions considered that new residential uses would be constructed with natural gas rather than wood-burning fireplaces, and architectural coatings would comply with the volatile organic compound (VOC) content limits specified by San Diego APCD Rule 67.0.1. All other CalEEMod defaults associated with consumer products and landscaping equipment were used.

Program-level air emissions would exceed the City's project-level thresholds; however, project-level standards are not appropriate for a program-level analysis, as the thresholds are conservative and intended to ensure that multiple simultaneous individual projects would not obstruct the timely attainment of the national and state AAQS. Generally, discretionary, program-level planning activities, such as general plans, community plans, and specific plans are evaluated for consistency with the local air quality plan. In contrast, project-level thresholds are applied to individual project-specific approvals, such as a proposed development project. Therefore, the analysis of the Specific Plan is based on the future emissions estimates and related to attainment strategies derived from the adopted community plans.

As such, at the program level, the analysis looks at the emissions of build-out of the Specific Plan in relation to the existing adopted land uses reflected in the community plans to determine if emissions would exceed the emissions estimates included in the RAQS, as discussed under Issue 1. This is used to determine whether the build-out would obstruct attainment or result in an exceedance of the AAQS that would result in the temporary or permanent exposure of persons to unhealthy concentrations of pollutants. As such, this analysis evaluates the potential for build-out of the Specific Plan to result in, or contribute to, a violation of any air quality standard based on the

change in pollutant emissions that would result from build-out of the adopted community plan land uses for the Specific Plan area in the year 2035 compared to the land use changes proposed with the Specific Plan in the year 2035. Table 6.4-3 summarizes the estimated maximum emissions for the proposed and adopted land uses. As shown in Table 6.4-3, because the Specific Plan would increase density, operational emissions associated with the Specific Plan would be greater for all pollutants when compared to the adopted community plan land uses.

Table 6.4-3
Total Operational Emissions for the Specific Plan Area

Condition	Source	Pollutant (pounds per day)					
		ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer							
Adopted Community Plans	Area	660	16	676	1	77	77
	Energy	2	14	10	0	1	1
	Mobile	93	414	1,034	4	515	139
	Total	755	445	1,721	5	593	217
Specific Plan	Area	750	99	1,088	1	85	85
	Energy	2	21	13	0	2	2
	Mobile	100	450	1,110	5	550	148
	Total	852	570	2,211	6	636	235
Change		*98*	*125*	*490*	*1*	*43*	*18*
Winter							
Adopted Community Plans	Area	660	16	675	1	77	77
	Energy	2	14	10	0	1	1
	Mobile	90	420	1,022	4	515	139
	Total	752	450	1,708	5	593	217
Specific Plan	Area	750	99	1,088	1	85	85
	Energy	2	21	13	0	2	2
	Mobile	97	456	1,098	5	550	148
	Total	849	575	2,200	6	636	235
Change		*97*	*125*	*492*	*1*	*43*	*18*

The regulations at the federal, state, and local levels provide a framework for developing project-level air quality protection measures for future discretionary projects. The City's process for the evaluation of discretionary projects also includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan. In general, implementation of the policies in the Specific Plan and General Plan would preclude or reduce air quality impacts. However, it is possible that for certain projects, adherence to the regulations may not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. Because the Specific Plan would conflict with implementation of the RAQS, air emissions associated with the adoption of the Specific Plan would have a potentially significant impact on regional air quality.

Impact 6.4-2: Build-out of the Specific Plan would result in operational emissions in excess of the assumptions used in the RAQS and would exceed regional air quality standards, resulting a potentially significant impact on air quality.

Issue 3 Sensitive Receptors

Would the proposed project expose sensitive receptors to substantial pollutant concentrations, including toxins?

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, and the acutely and chronically ill, especially those with cardiorespiratory diseases. Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution.

a. Localized Carbon Monoxide Hot Spots Impacts

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hot spots have the potential to violate state and federal CO standards at intersections, even if the broader basin is in attainment for federal and state levels. The California Department of Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) screening procedures have been utilized to determine if the project could potentially result in a CO hot spot (U.C. Davis Institute of Transportation Studies 1997). As indicated by the CO Protocol, CO hot spots occur nearly exclusively at signalized intersections operating at level of service (LOS) E or F. Accordingly, the CO Protocol recommends detailed air quality dispersion modeling for projects that may worsen traffic flow at any signalized intersections operating at LOS E or F.

Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The SMAQMD developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed in 2010 a screening threshold, which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. This analysis conservatively assesses potential CO hot spots using the South Coast Air Quality Management District screening threshold of 31,600 vehicles per hour.

Based on the Transportation Impact Analysis prepared for the Specific Plan (Appendix B), the proposed project would result in a significant impact at the intersections of East Mission Bay Drive and Clairemont Drive (Intersection #1), Denver Street and Clairemont Drive (Intersection #4), Morena Boulevard and Jellett Street (Intersection #8) and Morena Boulevard and Savannah Street (Intersection #14) (see Chapter 6.2.3(c)). Because CO hot spots occur nearly exclusively at signalized intersections, only the intersection of Denver Street and Clairemont Drive was further evaluated for its potential to result in a CO hot spot. As detailed in Appendix B, the signalized intersection of

Denver Street and Clairemont Drive is projected to operate at LOS F during the morning and evening peak hours and is the only signalized intersection anticipated to operate at LOS E or worse. However, the traffic volume at this intersection would be less than 31,600 vehicles per hour. Therefore, the Specific Plan is not anticipated to result in a CO hot spot, and impacts would be less than significant.

b. Toxic Air Emissions

Construction

Construction of future projects and associated infrastructure implemented under the Specific Plan would result in short-term diesel exhaust emissions from on-site heavy-duty equipment. Construction would result in the generation of diesel-exhaust diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities and on-road diesel equipment used to bring materials to and from project sites.

Generation of DPM from construction projects typically occurs in a single area for a short period. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were a year, the exposure would be three percent of the total exposure period used for health risk calculation.

Considering this information, the highly dispersive nature of DPM, and the fact that construction activities would occur intermittently and at various locations over approximately 16 years (i.e., 2019 to 2035), DPM generated by construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic toxic air contaminants that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of U.S. Environmental Protection Agency and California Air Resources Board (CARB) requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types; the DPM emissions of individual equipment would be substantially reduced over the years as build-out continues. Therefore, this impact would be less than significant.

Stationary Sources

The Specific Plan includes land uses that may generate air pollutants affecting adjacent sensitive land uses. In air quality terms, individual land uses that emit air pollutants in sufficient quantities are known as stationary sources. The primary concern with stationary sources is local; however, they also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources are regulated by the local air pollution control or management district through the issuance of permits; in this case, the agency is the San Diego APCD.

The California Air Toxics Program establishes the process for the identification and control of toxic air contaminants and includes provisions to make the public aware of significant toxic exposures

and for reducing risk. In accordance with Assembly Bill 2588, if adverse health impacts exceeding public notification levels are identified, the facility would provide public notice, and if the facility poses a potentially significant public health risk, the facility must submit a risk reduction audit and plan to demonstrate how the facility would reduce health risks. Thus, with this regulatory framework, at the program level, impacts associated with stationary sources in the Specific Plan area would be less than significant.

Mobile Sources

In April 2005, CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005). The handbook makes recommendations directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). It notes that the handbook is not regulatory or binding on local agencies and recognizes that application takes a qualitative approach. As reflected in the CARB Handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Of pertinence to this study, the CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles/day should be avoided when possible.

The Specific Plan area is located adjacent to Interstate 5 (I-5). Residential uses located north of Tecolote Road and adjacent to Morena Boulevard would be located within 500 feet of I-5. However, CARB notes that these recommendations are advisory and should not be interpreted as defined "buffer zones," and that local agencies must balance other considerations such as transportation needs, the benefits of urban infill, community economic development priorities, and other quality-of-life issues. With careful evaluation of exposure, health risks, and affirmative steps to reduce risk, where necessary, CARB's position is that infill development, mixed use, higher density, transit-oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level. Additionally, measures can be incorporated into future project design that would reduce the level of exposure for future residents. The California Air Pollution Control Officers Association (CAPCOA) published a guidance document, *Health Risk Assessments for Proposed Land Use Projects*, which provides recommended measures that reduce concentrations of DPM (CAPCOA 2009). These include planting vegetation between the receptor and the freeway, constructing barriers between the receptor and the freeway, and installing newer electrostatic filters in adjacent receptor buildings. The Specific Plan identifies policies that support increasing the community's tree canopy within the public right-of-way that would support CAPCOA recommendations related to vegetation. Specifically, the following relevant policies are identified in the Specific Plan:

- Policy 6.1.12. Increase the community's overall tree canopy within the public right-of-way and development sites to provide air quality benefits and urban runoff management.
- Policy 6.1.13. Design and construct development to retain significant, mature, and healthy trees located within required landscape setbacks, and within other portions of the site as feasible.
- Policy 6.1.14. Plant or replace street trees to provide continuous, regularly spaced tree canopies.

- Policy 6.1.15. Consider air quality and air pollution sources in the siting, design, and construction of residential development and other development with sensitive receptors.
- Policy 6.1.16. Incorporate building features into new buildings with residential units and other sensitive receptors located within 500 feet of the outside freeway travel lane to reduce the effects of air pollution.

Therefore, implementation of the project is consistent with the goals of the CARB handbook and would not expose sensitive receptors to substantial pollutant concentrations. This impact would be less than significant.

Issue 4 Odors

Would the proposed project create objectionable odors affecting a substantial number of people?

The type of facilities that are considered to generate objectionable odors include wastewater treatments plants, landfills, and paint/coating operations (e.g., auto body shops), among others. Future projects implemented under the Specific Plan generally would not include these types of facilities as they would primarily consist of commercial, residential, and recreational uses and roadway/access improvements. While the Specific Plan includes industrial areas where auto body shops would be permitted, they would be required to comply with San Diego APCD Rule 51 (Public Nuisance), which prohibits the discharge of air contaminants or other materials that would be a nuisance or annoyance to the public. In addition, potential odors would also be controlled and minimized through compliance with the City's "Air Contaminant Regulations" under Chapter 14, Article 2, Division 7, paragraph 142.0710 of the Municipal Code. Odors generated by new nonresidential land uses are not expected to be significant or highly objectionable. New industrial uses would be required to be in compliance with San Diego APCD Rule 51. Likewise, existing facilities are required to be in compliance with San Diego APCD Rule 51 to prevent nuisance on sensitive land uses. Therefore, impacts related to objectionable odors would be less than significant.

Emissions from construction equipment, such as diesel exhaust, and VOCs from architectural coatings and paving activities may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Therefore, impacts associated with operation- and construction-generated odors would be less than significant.

Cumulative Impacts

a. Air Quality Plans

For the purposes of Issue 1, the cumulative study area would be the SDAB. Since the analysis provided under Issue 1 is a discussion of consistency with the air quality plan for the SDAB (i.e., the RAQS), the analysis provided a cumulative analysis by nature since it considers consistency of the project with a regional air quality plan that relies on the land use plans of jurisdictions within the

basin. As discussed under Issue 1, because the Specific Plan would result in greater density, future emissions associated with build-out of the Specific Plan would be greater than future emissions associated with build-out of the adopted land uses. Therefore, emissions of ozone precursors (ROG and NO_X) would be greater than what is accounted for in the RAQS. Thus, the Specific Plan would conflict with implementation of the RAQS and would have a potentially significant cumulative impact on regional air quality.

b. Air Quality Standards

Construction

As shown in Table 6.4-2, the worst-case construction scenario of 25 percent of all proposed multi-family, office, retail, and industrial land uses and roadway surfaces would not result in air emissions that would exceed the significance thresholds. As this represents many projects and a large portion of simultaneous development, it is representative of a worst-case cumulative condition. Additionally, future environmental review for larger projects would allow for a site-specific analysis of construction-level air quality emissions to ensure projects are appropriately phased and timed to avoid significant cumulative construction emissions. Thus, with implementation of the existing regulatory framework, cumulative construction emissions would be less than significant.

Operation

Regarding operational emissions, for purposes of this program-level analysis, consistency with the RAQS was considered the applicable threshold since the City's project-specific air quality impact screening levels shown in Table 6.4.1 would not be applicable to a communitywide plan update. As discussed, build-out of the Specific Plan area would result in emissions higher than what was used in the assumptions used to develop the RAQS; thus, overall build-out of the Specific Plan area would result in potentially significant operational emissions impacts. Since the RAQS are established for the SDAB, which is the cumulative study area for air quality emissions, build-out of the land uses within the Specific Plan area would have the potential to result in a significant cumulative impact. Thus, cumulative operational emissions associated with build-out of the Specific Plan would be potentially significant.

c. Sensitive Receptors

CO Hot Spots

As discussed under Issue 3, implementation of the Specific Plan is not anticipated to result in a CO hot spot. Since CO hot spots are a localized phenomenon, development within the region would not contribute to a cumulative CO hot spot impact.

Toxic Air Emissions

Construction

Considering the highly dispersive nature of DPM and the fact that construction activities would occur intermittently and at various locations over approximately 16 years (i.e., 2019 to 2035), construction

of projects implemented under the Specific Plan is not anticipated to expose sensitive receptors to substantial DPM concentrations. Given the highly dispersive nature of DPM, construction activities would not result in a cumulative health risk impact.

Stationary Sources

As discussed under Issue 3, the San Diego APCD would require an emissions inventory and health risk assessment in accordance with Assembly Bill 2588 prior to issuance of any permits to construct or operate a stationary emission source. These requirements would extend to land uses within the Specific Plan area in addition to land uses within the SDAB as a whole. Thus, existing laws are in place requiring evaluation and reduction of risks for individual projects developed in accordance with applicable land use plans. A site-specific evaluation of health risks associated with stationary sources cannot be conducted at this level of review, as the project does not include specific development proposals. Nevertheless, existing regulations would ensure that cumulative impacts associated with stationary sources of toxic air emissions would be less than significant as build-out of the plan occurs.

Mobile Sources

Development of cumulative projects within the SDAB would not exacerbate health effects since the evaluation is location specific considering exposure to contaminants at a specific location. Therefore, the cumulative carcinogenic and non-carcinogenic toxic air emissions from exposure of residents to DPM emissions would be less than significant.

6.4.4 Significance of Impacts

Regarding Issue 1, future operational emissions associated with build-out of land uses within the Specific Plan area would be greater than anticipated future operational emissions associated with build-out of land uses under the adopted Community Plans for the same area. Therefore, emissions of ozone precursors (ROG and NO_X) would be greater than what is accounted for in the RAQS. Thus, the Specific Plan would conflict with implementation of the RAQS and would have a potentially significant impact on regional air quality (Impact 6.4-1). Because the significant air impact stems from an inconsistency between the Specific Plan and the adopted land use plans upon which the RAQS was based, the only measure that can lessen this effect is the revision of the RAQS and SIP based on the revised land uses proposed in the Specific Plan.

Regarding Issue 2, when considering a worst-case construction emission scenario of 25 percent of all proposed multi-family, office, retail, and industrial land uses and roadway surfaces being under construction at the same time, associated emissions would not result in air emissions that would exceed the significance thresholds, resulting in a less than significant impact.

Operational emissions associated with build-out of the proposed Specific Plan would be greater for all pollutants when compared to the adopted land uses and the assumptions used to develop the RAQS; thus, overall build-out of the Specific Plan area would result in a potentially significant operational emissions impact (Impact 6.4-2).

Regarding Issue 3, impacts to sensitive receptors would be less than significant, because build-out of the Specific Plan would result in no intersection which would generate intersection volumes exceeding 31,600 vehicles per hour, which is the South Coast Air Quality Management District's screening threshold for considering potential adverse effects of CO hot spots. Additionally, potential health risks related to toxic air emissions would be less than significant based on the intermittent nature of construction activities, compliance with San Diego APCD permit requirements for stationary sources, and the Specific Plan's consistency with goals of the CARB's Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005). Thus, air quality impacts to sensitive receptors would be less than significant.

Regarding Issue 4, odor impacts would be less than significant, as the Specific Plan does not propose land uses associated with generation of adverse odors, and new and existing industrial uses would be required to be in compliance with San Diego APCD Rule 51.

6.4.5 Mitigation Framework

Impacts of build-out of the Specific Plan related to conflicts with air quality plans and air quality standards (Issues 1 and 2) would be significant without mitigation (Impacts 6.4-1 and 6.4-2). The following mitigation measures would be implemented to address the potential impacts:

AQ 6.4-1 Within six months of the certification of the Final Program Environmental Impact Report, the City shall provide a revised land use map for the Specific Plan area to SANDAG to ensure that any revisions to the population and employment projections used by San Diego APCD in updating the RAQS and the SIP will accurately reflect anticipated growth due to the proposed Specific Plan.

AQ 6.4-2 For future individual development projects that would exceed daily operational emissions thresholds established by the City of San Diego, the City shall require the incorporation of appropriate mitigation to reduce such impacts. Examples of potential measures include the following:

- Installation of electric vehicle charging stations;
- Improvement of walkability design and pedestrian network;
- Increasing transit accessibility and frequency by incorporating Bus Rapid Transit routes included in the SANDAG Regional Plan;
- Limiting parking supply and unbundling parking costs; and
- Lowering parking supply below Institute of Traffic Engineers rates and separating parking costs from property costs

6.4.6 Significance of Impacts after Mitigation

Regarding Impact 6.4-1, mitigation measure AQ 6.4-1 would provide SANDAG with an updated land use map to assist SANDAG in revising the housing forecasts; however, until the anticipated growth is included in the emission estimates of the RAQS and the SIP, direct and cumulative impacts relative to conformance with the RAQS would remain significant and unavoidable. It should be noted that the San Diego APCD may revise an emission reduction strategy if the district demonstrates to CARB,

and CARB finds, that the modified strategy is at least as effective in improving air quality as the strategy being replaced. The latest RAQS was updated in 2016 and only accounts for the transportation and land use plans that were in place at the time of its adoption. Thus, even with implementation of mitigation measure AQ 6.4-1, impacts related to conflicts with the applicable air quality plan would remain significant and unavoidable.

Regarding Impact 6.4-2, while identified regulations would reduce emissions and may preclude many potential impacts, project-level emissions information is not available at this time and it cannot be guaranteed that operational air emissions from the future developments within the planning area could be fully mitigated to below a level of significance even with implementation of mitigation measure AQ 6.4-2. Therefore, impacts related to exceedance of air quality standards associated with build-out of the Specific Plan land uses would be significant and unavoidable at the program level.

6.5 Historical and Tribal Cultural Resources

This section analyzes the potential impacts on historical, archaeological, and tribal cultural resources resulting from implementation of the Morena Corridor Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan"; or the "proposed project") including prehistoric and historic archaeological resources, sacred sites, and human remains. The information in this section is based on a review of available archival information described further in Section 6.5.2, information contained in the Draft Program Environmental Impact Report (PEIR) for the Balboa Avenue Station Area Specific Plan project dated April 2018, and other primary and secondary sources.

A Tribal Cultural Resource is defined as a site, feature, place, cultural landscape, sacred place or object, which is of cultural value to a Tribe, and is either on or eligible for listing in the national, state, or a local historic register, or the lead agency, at its discretion, chooses to treat the resource as a Tribal Cultural Resource (Public Resources Code [PRC] Section 21074).

Historical resources are physical features, both natural and constructed, that reflect past human existence and are of historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance. These resources may include such physical objects and features as archaeological sites and artifacts, buildings, groups of buildings, structures, districts, street furniture, signs, cultural properties, and landscapes. Historical resources in the San Diego region span a timeframe of at least the last 10,000 years and include both the prehistoric and historic periods. For purposes of the PEIR, historical resources consist of historic buildings, structures, objects, or sites, prehistoric and archaeological resources, sacred sites and human remains, and tribal cultural resources determined to be significant or potentially significant under CEQA.

Archaeological resources include prehistoric and historic locations or sites where human actions have resulted in detectable changes to the area. This can include changes in the soil, as well as the presence of physical cultural remains. Archaeological resources can have a surface component, a subsurface component, or both. Historic archaeological resources are those originating after European contact. These resources may include subsurface features such as wells, cisterns, or privies. Other historic archaeological remains include artifact concentrations, building foundations, or remnants of structures.

6.5.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

6.5.2 Methodology

6.5.2.1 Prehistoric and Historic Archaeological Resources, Sacred Sites, and Human Remains

Cultural sensitivity levels for the Specific Plan area are rated low, moderate, or high based on the results of an archival records search using the California Historical Resources Information System (CHRIS), a literature search at the South Coastal Information Center (SCIC) located a San Diego State University, which includes records from the San Diego Museum of Man, supplemented with an updated records search conducted by qualified staff in July 2018, a Sacred Lands File check by the Native American Heritage Commission (NAHC) conducted for Senate Bill 18 (SB 18) review of the Balboa Avenue Station Area Specific Plan Cultural Resources Study (HELIX Environmental Planning, November 2017), and regional environmental factors.

A low sensitivity rating indicates that there are few or no previously recorded resources within the area. Resources at this level would not be expected to be complex, with little to no site structure or artifact diversity. The potential for identification of additional resources in such areas would be low. A moderate sensitivity rating indicates that some previously recorded resources were identified within the area. These are more complex resources consisting of more site structure, diversity of feature types, and diversity of artifact types. The potential for the presence of additional resources in such areas would be moderate. Areas identified as high sensitivity would indicate that the records search identified several previously recorded sites within the area. These resources may range from moderately complex to highly complex, with more-defined living areas or specialized work space areas, and a large breadth of features and artifact assemblages. The potential for identification of additional resources in such areas would be high. Sensitivity ratings may be adjusted based on the amount of disturbance that has occurred, which may have previously impacted archaeological resources.

Although the majority of the community is developed and there is very little undeveloped land within the Specific Plan area, in areas where there has been limited grading and deposit of fill, there is the potential for encountering prehistoric and historic archaeological resources, and as such, the cultural sensitivity for the entire Specific Plan area is considered moderate.. Several areas within the Plan area that have been recently developed and are considered to have a low potential for encountering resources. As such, the Specific Plan area contains two sensitivity ratings (low and moderate) as illustrated in Figure 6.5-1.

6.5.2.2 Historic Structures, Objects, or Sites

Based on information obtained during the archaeological records search of the CHRIS system, Primary Record forms (DPR 523A) have been recorded for eight properties within the Specific Plan area as part of a Historic Property Survey and Eligibility Determination Report for the Mid-Coast Corridor Transit Project (SANDAG, April 2013). None of these resources have been formally evaluated by the City of San Diego (City) for local designation. However, it is likely that unevaluated resources exist which may be found to be significant at the local level and eligible for designation.

This may include individually significant resources, potential historic districts, or properties eligible as part of a multiple property listing.

6.5.3 Significance Determination Thresholds

Historical resources significance determination, pursuant to the City's CEQA Significance Determination Thresholds, consists first of determining the sensitivity or significance of identified historical resources and, secondly, determining direct and indirect impacts that would result from project implementation. The City's 2016 CEQA Significance Determination Thresholds have been adapted to guide a programmatic assessment of the proposed project and accordingly, impacts related to historical resources would be significant if implementation of the proposed project could result in:

1) An alteration, including the adverse physical or aesthetic effects and/or the destruction of a historic building (including an architecturally significant building), structure, object or site;

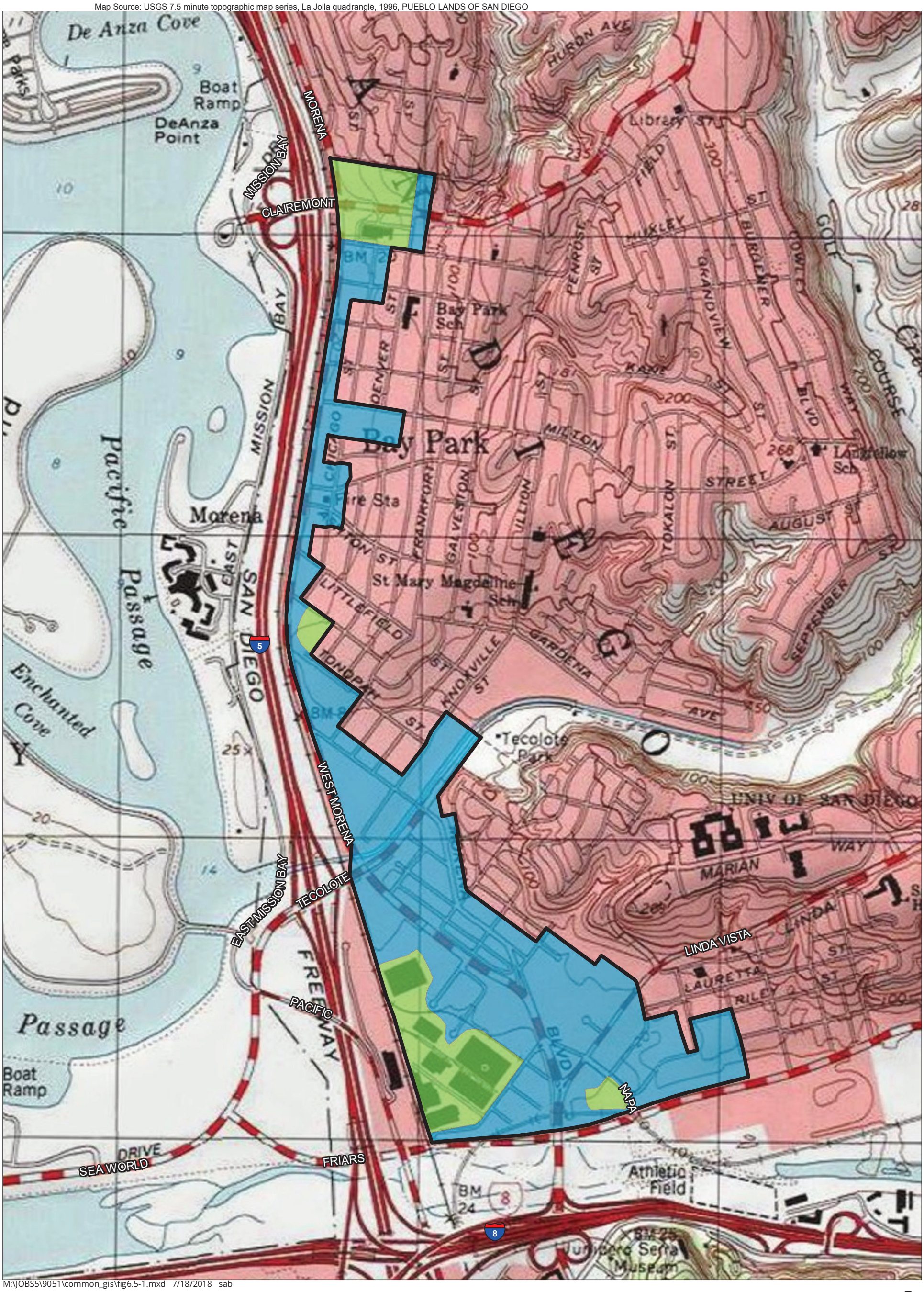
2) A substantial adverse change in the significance of a prehistoric archaeological resource, a religious or sacred use site, or the disturbance of any human remains, including those interred outside of formal cemeteries; or

3) A substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

    a. Listed or eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in PRC section 5020.1(k); or,

    b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. The City's California Environmental Quality Act (CEQA) Significance Determination Thresholds define a significant historical resource as one that qualifies for the CRHR or is listed in a local historic register or deemed significant in a historical resource survey, as provided under Section 5024.1(g) of the PRC, although even a resource that is not listed in or determined eligible for listing in the CRHR, not included in a local register, or not deemed significant in a historical resource survey may nonetheless be historically significant for the purposes of CEQA. The City's Historical Resources Guidelines state the significance of a resource may be determined based on the potential for the resource to address important research questions as documented in a site-specific technical report prepared as part of the environmental review process.

Map Source: USGS 7.5 minute topographic map series, La Jolla quadrangle, 1996, PUEBLO LANDS OF SAN DIEGO



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0 Feet 1,000

Morena Corridor Specific Plan
Low Potential for Cultural Resources (subsurface)
Moderate Potential for Cultural Resources (subsurface)

FIGURE 6.5-1

Cultural Sensitivity Areas – Prehistoric and Historic Archaeological Resources

The City's CEQA Significance Determination Thresholds define a significant historical resource as one which qualifies for the CRHR or is listed in a local historic register or deemed significant in a historical resource survey, as provided under Section 5024.1(g) of the PRC, although even a resource that is not listed in, or determined eligible for listing in, the CRHR, not included in a local register, or not deemed significant in a historical resource survey may nonetheless be historically significant for purposes of CEQA. The City's Historical Resources Guidelines state the significance of a resource may be determined based on the potential for the resource to address important research questions as documented in a site-specific technical report prepared as part of the environmental review process.

Research priorities for the prehistoric, ethnohistoric, and historic periods of San Diego history are discussed in Appendix A to the City's Historical Resources Guidelines. As a baseline, the City has established the following criteria to be used in the determination of significance under CEQA:

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

- The determination of significance for historic buildings, structures, objects. and landscapes is based on age, location, context, association with an important person or event, uniqueness, and integrity.

- A site will be considered to possess ethnic significance if it is associated with a burial or cemetery; religious social or traditional activities of a discrete ethnic population; an important person or event as defined by a discrete ethnic population; or the mythology of a discrete ethnic population.

6.5.4 Impact Analysis

Issue 1 Historic Structures, Objects, or Sites

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

Project implementation would change land use designations in the Morena Station District, Tecolote Village District, Design District, and some small areas along the northeast, east, and south edges of the Employment District (see Figure 3-1, Proposed Land Use Map) within the Linda Vista Community Plan area. Changed land use designations would permit increased building heights and thus may

make redevelopment of those areas more likely. Additionally, proposed mobility improvements and new roadway segments would require acquisition of right-of-way and potential demolition of existing buildings. Areas of potential right-of-way acquisition and potential demolition of structures would occur in the following locations:

- Morena Station District:
  - Extend Sherman Street northeast from Morena Boulevard to new Morena Boulevard East
  - Extension of Morena Place ("Morena Boulevard East") from Cushman Avenue to Linda Vista Road

- Tecolote Village District
  - Extension of Dorcas Avenue southwest from Morena Boulevard West
  - New street extending northwest/southeast between Buenos Avenue and Vega Street
  - New street extending northeast/southwest between Buenos Avenue and Dorcas Avenue

Section 143.0212 of the City's Land Development Code (LDC) requires review of ministerial and discretionary permit applications impacting parcels containing buildings 45 years old or older to determine whether or not the project has the potential to adversely impact a resource that may be eligible for individual listing on the local register. When it is determined that a resource may exist and a proposed project would constitute a significant impact to that resource, a site-specific survey is required and may be forwarded to the Historical Resources Board to consider designation and listing of the property. If designated, a Site Development Permit with deviation findings and mitigation would be required for any substantial modification of the resource. If the property were not designated, modification of the property would not be subject to the Historical Resources Regulations.

While the LDC does provide for the regulation and protection of designated and potential historical resources as described above, it is impossible to ensure the successful preservation of all historic built environment resources within the plan area. Thus, potential impacts to historic resources would be considered significant.

Impact 6.5-1: Implementation of the Specific Plan could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted Community Plan and current zoning or where mobility improvements/road extensions could require demolition of structures.

Issue 2 Prehistoric and Historic Archaeological Resources, Sacred Sites and Human Remains

Would implementation of the proposed project result in a substantial adverse change in the significance of a prehistoric or historic archaeological resource, a religious or sacred use site, or the disturbance of any human remains, including those interred outside of formal cemeteries?

According to the records search results conducted in 2018, eight recorded historic built-environment resources were identified within the Specific plan boundary, and no recorded prehistoric or historic

archaeological resources were identified . However, historic, prehistoric and historic archaeological sites have been recorded within a ¼ mile radius from the Plan boundaries. These resources consist of built historic resources, prehistoric archaeological sites and historic archaeological sites.

Although there is very little undeveloped land within the proposed Specific Plan area, future development and related construction activities at the project-level facilitated by the proposed project could result in the alteration or destruction of prehistoric or historic archaeological resources, objects, or sites and could impact religious or sacred uses; or disturb human remains, particularly considering the proximity to the community of Old Town to the south, and recorded archaeological resources to the northwest. Direct impacts may include substantial alteration or demolition of archaeological sites from grading, excavation, or other ground-disturbing activities. Indirect impacts may include the potential for vandalism or destruction of an archaeological resource or traditional cultural property.

Avoiding impacts to religious or sacred places or human remains may be unavoidable in certain circumstances when resources are discovered during construction. The NAHC has indicated that sacred lands have not been identified within the Specific Plan area. Consultation with tribal entities and other interested parties was recommended and conducted in accordance with SB 18 and Assembly Bill (AB) 52. Additionally, the known ethnographic village of *La Rinconada de Jamo* is located to the northwest of the project area and a possible location for the ethnographic village of *Kotsi/Cosoy/Kosaii/Kosa'aay* has been mapped to the south across the San Diego River near Old Town. It is likely that the areas between these two villages were traversed during pre-contact and contact periods as people exploited resources in the river valley, in the mud flats of False Bay and in both Tecolote and Rose Canyons. Therefore, there is a potential for future development to encounter human remains, and archaeological resources, or sacred sites during construction activities.

The City has developed Historical Resource Sensitivity Maps that provide general locations of where Historical Resources are known to occur or have the potential to occur within the City's jurisdictional boundaries. These maps were developed in coordination with technical experts and tribal representatives. Upon submittal of ministerial and/or discretionary permit applications, a parcel is reviewed against the Historical Resource Sensitivity Maps specifically to determine whether the project has the potential to adversely impact an archaeological resource that may be eligible for individual listing in the local register (LDC Section 143.0212). This review is supplemented with a project-specific records search of the NAHC Sacred Lands File by qualified staff and a site-specific archaeological survey would be required.

While existing regulations and the LDC would provide for the regulation and protection of archaeological resources and human remains, it is impossible to ensure the successful preservation of all archaeological resources. Therefore, potential impacts to archaeological resources and human remains are considered significant.

Impact 6.5-2: Implementation of the Specific Plan could adversely impact prehistoric or historic archaeological resources, sacred sites and human remains during construction.

Issue 3 Tribal Cultural Resources

Would implementation of the proposed project result in a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1. *Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k); or,*

2. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1? In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

As stated in Section 6.5.4, Issue 2, a Sacred Lands check was conducted in accordance with SB 18, which indicated that no sacred lands have been identified within the vicinity of the project area. However, based on the archaeological records search results, several key areas have been identified that may have a high level of interest to the local Native American community. Many of these are already listed on the City's Historical Resources Register, the California Register of Historical Resources, and the National Register of Historic Places, or have not been formally recognized or listed on a local, state, or federal register. As such, for subsequent projects implemented in accordance with the Specific Plan where a recorded archaeological site or Tribal Cultural Resource, as defined in the PRC is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant of the provisions of PRC Sections 21080.3.1 and 21080.3.2 in accordance with AB 52. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the project and appropriate mitigation measures for direct impacts that cannot be avoided.

Native American consultation early in the project review process is also included in the Mitigation Framework to identify tribal cultural resources and to develop adequate treatment and mitigation for significant archaeological sites with cultural and religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines. While existing regulations, the San Diego Municipal Code (SDMC), and General Plan policies would provide for the regulation and protection of tribal cultural resources and would avoid potential impacts, it is impossible to ensure the successful preservation of all tribal cultural resources. Therefore, potential impacts to tribal cultural resources are considered significant.

Impact 6.5-3: Implementation of the Specific Plan could adversely impact a tribal cultural resources.

Cumulative Impacts

As described in Section 6.5.4, implementation of the Specific Plan would result in significant impacts to historical resources, prehistoric resources, sacred sites, and tribal cultural resources. Impacts to these resources would constitute both a direct and cumulative impact as the loss of an individual

resource is typically significant due to its importance relative to a larger body of information relative to the resource. While federal, state, and local regulations, as well as goals and policies developed by the City would reduce impacts, the potential for additional development and mobility improvements within the Specific Plan area could result in significant impacts to historical and tribal cultural resources. Each individual future project has the potential to contribute to incremental cumulative historical and tribal cultural resources impacts. Potential impacts resulting from implementation of the Specific Plan in conjunction with impacts resulting from other development within the area could contribute to a cumulatively considerable impact to historical and tribal cultural resources.

6.5.5 Significance of Impacts

Implementation of the Specific Plan could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted Community Plan and current zoning or where mobility improvements/road extensions could require demolition of structures (Impact 6.5-1) and could adversely impact prehistoric or historic archaeological resources, sacred sites, and human remains, and/or tribal cultural resources (Impact 6.5-2 and 6.5-3). These impacts would be potentially significant.

6.5.6 Mitigation Framework

The City's General Plan, combined with federal, state, and local regulations, provide a regulatory framework for project-level historical resources evaluation/analysis criteria and, when applicable, mitigation measures for future discretionary projects. All development projects with the potential to affect historical resources—such as designated historical resources; historical buildings, districts, landscapes, objects, and structures; important archaeological sites; tribal cultural resources, and traditional cultural properties—are subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines, through the subsequent project review process. The following mitigation measures (HIST 6.5-1 and HIST 6.5-2) provide a framework that would be required of all development projects with the potential to impact significant historical resources.

HIST 6.5-1: Historic Buildings, Structures, and Objects

Prior to issuance of any permit for a development project implemented in accordance with the project that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Historical Resources Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

- Preparing a historic resource management plan;
- Adding new construction that is compatible in size, scale, materials, color, and workmanship to the historical resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and
- Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning.

Specific types of historical resource reports, outlined in Section III of the Historical Resources Guidelines, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified, these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance, where possible. If required, mitigation programs can also be included in the report.

HIST 6.5-2: Archaeological and Tribal Cultural Resources

Prior to issuance of any permit for a future development project implemented in accordance with the project that could directly affect an archaeological or tribal cultural resource, the City shall require that the following steps be taken to determine (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

Initial Determination

The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit, as needed. If there is any evidence that the site contains archaeological or tribal cultural resources, then an archaeological

evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

Step 1

Based on the results of the Initial Determination, if there is evidence that the site contains a historical resource, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing, and analysis. Before actual field reconnaissance would occur, background research is required, which includes a records search at the SCIC at San Diego State University. Site records from the San Diego Museum of Man are now included in the data provided by the SCIC; however, in some instances, supplemental research at the Museum of Man may be required. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

In addition to the records searches mentioned above, background information may include, but is not limited to, examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archaeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance, based on the City Guidelines, must be performed by a qualified archaeologist.

Step 2

Where a recorded archaeological site or Tribal Cultural Resource (as defined in the PRC) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in PRC Sections 21080.3.1 and 21080.3.2., in accordance with Assembly Bill 52. It should be noted that during the consultation process, tribal representative(s) will be directly involved in making recommendations regarding the significance of a tribal cultural resource that also

could be a prehistoric archaeological site. A testing program may be recommended, which requires reevaluation of the project in consultation with the Native American representative, which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). The archaeological testing program, if required, shall include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the proposed project.

The results from the testing program shall be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effects, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. When appropriate, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

Step 3

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. When tribal cultural resources are present and cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable, or project-specific mitigation measures will be incorporated into the project. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA Section 21083.2. The data recovery program must be reviewed

and approved by the City's Environmental Analyst prior to distribution of a draft CEQA document and shall include the results of the tribal consultation process. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American tribal cultural resource or any archaeological site located on City property or within the Area of Potential Effects of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of PRC Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California PRC (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be outlined in the Mitigation Monitoring and Reporting Program included in a subsequent project-specific environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

Step 4

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g., collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by environmental staff in the review of archaeological

resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and tribal cultural resources containing the confidential resource maps and records search information gathered during the background study. In addition, a collections management plan shall be prepared for projects that result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

Step 5

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one that has the proper facilities and staffing for ensuring research access to the collections consistent with state and federal standards, unless otherwise determined during the tribal consultation process. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a collections management plan would be required in accordance with the project Mitigation Monitoring and Reporting Program. The disposition of human remains and burial-related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S. Code 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation of all recovered artifacts must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance. When tribal cultural resources are present, or non-burial-related artifacts associated with tribal cultural resources are suspected to be recovered, the treatment and disposition of such resources will be determined during the tribal consultation process. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79. Additional information regarding curation is provided in Section II of the Guidelines.

6.5.7 Significance of Impacts after Mitigation

6.5.7.1 Historic Structures, Objects or Sites

Development implemented in accordance with the proposed Specific Plan that would potentially result in impacts to significant historical resources would be required to incorporate feasible mitigation measures adopted in conjunction with the certification of this PEIR and consistent with existing requirements of the Historic Resources Regulations and Historic Resources Guidelines. Implementation of the mitigation framework would reduce the program-level impact related to historical resources of the built environment. However, even with implementation of the mitigation framework, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis, therefore impacts would be significant and unavoidable.

6.5.7.2 Prehistoric or Historic Archaeological Resources, Sacred Sites, and Human Remains

Development implemented in accordance with the proposed Specific Plan would potentially result in impacts to significant archaeological resources including sacred sites and human remains, and therefore would be required to implement mitigation measure HIST 6.5-2, which addresses measures to minimize impacts to archaeological resources including sacred sites and human remains. This mitigation, combined with compliance with CEQA and PRC Section 21080.3.1 requiring tribal consultation early in the development review process, and the City's Historical Resources Regulations (LDC Section 143.0212), which requires review of ministerial and discretionary permit applications for any parcel identified as sensitive on the Historical Resources Sensitivity Maps would reduce the program-level impact related to prehistoric archaeological resources. However, even with application of the existing regulatory framework and mitigation framework, the feasibility and efficacy of mitigation measures cannot be determined at this program level of analysis. Thus, impacts to prehistoric and historic archaeological resources, sacred sites, and human remains would be minimized but not to below a level of significance. Impacts would be significant and unavoidable.

6.5.7.3 Tribal Cultural Resources

Development implemented in accordance with the proposed Specific Plan would potentially result in impacts to tribal cultural resources, and therefore would be required to implement mitigation measure HIST 6.5-2, which addresses measures to minimize impacts to tribal cultural resources. This mitigation, combined with compliance with CEQA and PRC Section 21080.3.1 requiring tribal consultation early in the development review process, and the City's Historic Resources Regulations (SDMC Section 143.0212), which requires review of ministerial and discretionary permit applications for any parcel identified as sensitive on the Historical Resources Sensitivity Maps would reduce the program-level impact related to tribal cultural resources. However, even with application of the existing regulatory framework and mitigation framework, the feasibility and efficacy of mitigation measures cannot be determined at this program level of analysis. Thus, impacts to tribal cultural resources would be minimized but would remain significant and unavoidable.

6.6 Paleontological Resources

The analysis presented in this section evaluates the potential for the Morena Corridor Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan"; or the "proposed project") to result in impacts to paleontological resources based on existing geologic formations that underlay the Specific Plan area. The following analysis is based on a review of available literature, including the City of San Diego's (City) General Plan, Kennedy maps, the City's Paleontological Guidelines, and the publication of Paleontological Resources, County of San Diego by Deméré and Walsh (1994).

6.6.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

6.6.2 Significance Determination Thresholds

The City's CEQA Significance Determination Thresholds provide guidance to determine the potential significance of project impacts to paleontological resources. Based on the City's thresholds, a significant impact related to paleontological resources could occur if the proposed project would:

1) Result in development that requires:
   - Over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit; or
   - Over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit; or
   - Shallow grading (i.e., <10 feet) when a site has previously been graded and moderate and/or high unweathered geologic deposits/formations/rock units are present at the surface.

The City's CEQA Significance Determination Thresholds include a Paleontological Determination Matrix that is included in Section 2.3.6 of this PEIR. Additionally, the significance thresholds provide the following additional guidance for determining significance:

- If there are sedimentary rocks such as those found in the coastal areas, they usually contain fossils.
- If there are granitic or volcanic rocks such as those found in the inland areas, they usually will not contain fossils.

6.6.3 Impact Analysis

Issue 1 Paleontological Resources

Would implementation or the proposed project result in development that requires over 1,000 cubic yards of excavation in a high resource potential geologic deposit/formation/rock unit or over 2,000 cubic yards of excavation in a moderate resource potential geologic deposit/formation/rock unit?

Because human understanding of history is obtained, in part, through the discovery and analysis of paleontological resources, which are nonrenewable resources, impacts of activities that excavate or grade geologic formations that could contain fossil resources would be significant. The Specific Plan area is underlain by the following geologic formations which have high paleontological resource sensitivity: Unnamed Marine Terrace Deposits, Ardath Shale, Scripps Formation, and the San Diego Formation. The westernmost portion of the Specific Plan area along the existing railroad corridor and south of Napa Street around the Morena/Linda Vista Trolley Station are underlain by artificial fill materials largely derived from earlier construction activities with no potential for paleontological resources.

Grading associated with future development projects implemented in accordance with the Specific Plan that involve excavation into underlying geological formations could expose these formations and associated fossil remains. Disturbance of these geologic formations during grading activities for future development could destroy paleontological resources if the fossil remains are not recovered and salvaged. In addition, future projects proposing shallow grading where sensitive formations may be exposed would also result in a significant impact. Thus, impacts resulting from future discretionary construction-related activities into high sensitivity formations would be potentially significant (Impact 6.6-1).

Buildout of future ministerial projects implemented in accordance with the Specific Plan would likely result in a certain amount of disturbance to the native bedrock within the Specific Plan area. Since ministerial projects are not subject to a discretionary review process, there would be no mechanism to screen for grading quantities and geologic formation sensitivity and apply appropriate requirements for paleontological monitoring. Thus, impacts related to future ministerial development that would occur within the Specific Plan area would be potentially significant (Impact 6.6-2).

Impact 6.6-1: Grading activities associated with future discretionary projects that require grading in excess of 1,000 cubic yards, extending to a depth of 10 feet or greater into high sensitivity formations, or grading in excess of 2,000 cubic yards, extending to a depth of 10 feet or greater, into moderate sensitivity formations could result in significant impacts to paleontological resources.

Impact 6.6-2: Grading activities associated with future ministerial projects that require grading in excess of 1,000 cubic yards, extending to a depth of 10 feet or greater, into high sensitivity formations or grading in excess of 2,000 cubic yards, extending to a depth of 10 feet or greater, into moderate sensitivity formations could result in significant impacts to paleontological resources.

Cumulative Analysis

Development allowed pursuant to the Specific Plan combined with development within the surrounding community and within the City could involve excavation of previously undisturbed geologic formations, some of which may contain unique paleontological resources with fossil-bearing potential. Potential cumulative impacts to paleontological resources were evaluated in the General Plan PEIR. The analysis concluded that there is potential for the cumulative loss of paleontological resources throughout the county, as the county continues to develop in response to projected population growth. Likewise, development within the Specific Plan area may result in the loss of unique paleontological resources or geologic formations with fossil-bearing potential. Certification of the General Plan PEIR included the adoption of mitigation measures that attempt to reduce significant project-level impacts from future development. However, there is only a mechanism to apply the mitigation framework to discretionary projects, not ministerial projects. Thus, within the Specific Plan area and the remainder of the City, significant impacts to paleontological resources could occur associated with grading for ministerial projects. Similar to the General Plan PEIR, buildout of ministerial projects within the Specific Plan area would result in a significant cumulative impact to paleontological resources (Impact 6.6-2).

6.6.4 Significance of Impacts

Because of the high sensitivity for paleontological resources within the Unnamed Marine Terrace Deposits, Ardath Shale, Scripps Formation, and the San Diego Formation, grading into these formations could potentially destroy fossil resources. Therefore, implementation of future discretionary and ministerial projects within the Specific Plan area that are located on these formations has the potential to result in significant impacts to paleontological resources.

6.6.5 Mitigation Framework

In order to reduce the potential adverse impact to paleontological resources associated with discretionary projects, the project would incorporate the mitigation measure identified in the General Plan PEIR addressing paleontological resource impacts.

The following measure would apply to any discretionary project that proposes subsurface disturbance within a high sensitivity formation. If no subsurface disturbance is planned, then paleontological resources would not be impacted and development of a project-specific paleontological monitoring and discovery treatment plan would not be necessary. The following mitigation measure would reduce Impact 6.6-1 to a less than significant level.

PALEO 6.6-1 Paleontological Review and Monitoring

Prior to the approval of subsequent discretionary development projects implemented in accordance with the Morena Corridor Specific Plan, the City shall determine the potential for impacts to paleontological resources within a high sensitivity formation based on review of the project application submitted and recommendations of a project-level analysis completed in accordance with the steps

presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Determination Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

I. Prior to Project Approval

A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable United States Geological Survey Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:

- Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resources potential geologic deposit/formation/rock unit.
- Require over 2,000 cubic yards of excavation and/or 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.
- Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.

B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required and any identified resources shall be recovered.

- Monitoring is always required when grading on a fossil recovery site or a known fossil location.
- Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).
- Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded, and/or unweathered geologic deposits/formations/ rock units are present at the surface.
- Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating, a Paleontological Mitigation Monitoring and Report Program shall be implemented during construction grading activities.

6.6.6 Significance of Impacts after Mitigation

All future discretionary projects that would occur as a result of the proposed project would be required to comply with mitigation measure PALEO 6.6-1. Implementation of mitigation measure

PALEO 6.6-1 would reduce paleontological impacts associated with future discretionary development to below a level of significance.

Future ministerial projects proposed in conformance with the proposed project would also likely result in a certain amount of disturbance to the native bedrock within the project area. Since ministerial projects are not subject to a discretionary review process, there would be no mechanism to screen for grading quantities and geologic formation sensitivity and apply appropriate requirements for paleontological monitoring. Thus, direct and cumulative impacts related to future ministerial development that would occur with development of the proposed project (Impact6.6-2) would remain significant and unavoidable.

6.7 Visual Effects and Neighborhood Character

This section addresses the visual impacts that could result from implementation of the Morena Corridor Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan"; or the "proposed project") including the potential for impacts to neighborhood character. This section also analyzes the proposed project's consistency with relevant design regulations, including the adopted General Plan and the proposed Specific Plan policies, as well as the City of San Diego's (City's) Land Development Code (LDC).

6.7.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

6.7.2 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to visual effects and neighborhood character is based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed project. A significant visual effect and neighborhood character impact could occur if implementation of the proposed project would:

1) Result in a substantial obstruction of a vista or scenic view from a public viewing area as identified in the community plan;
2) Result in a substantial adverse alteration (e.g. bulk, scale, materials, or style) to the existing or planned (adopted) character of the area;
3) Result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the community plan;
4) Result in a substantial change in the existing landform; or
5) Create substantial light or glare, which would adversely affect daytime and nighttime views in the area.

6.7.3 Impact Analysis

Issue 1 Scenic Vistas or Views

Would the proposed project result in a substantial obstruction of a vista or scenic view from a public viewing area as identified in the community plan?

The existing landform of the Specific Plan area is relatively flat, which results in many existing public viewsheds being blocked by single- and two-story horizontally dominating industrial, commercial, and residential structures. As discussed in Chapter 2.0, visual assets in the Specific Plan area include its proximity to Mission Bay, Tecolote Canyon Natural Park, and the San Diego River. The Linda Vista Community Plan includes goals and policies to maintain public view corridors of scenic resources including Mission Bay and the Pacific Ocean, Tecolote Canyon, and the Presidio. However, views of these scenic resources within the Specific Plan area are mostly obstructed by existing residential, commercial, or industrial buildings.

The Specific Plan identifies a number of mobility network improvements that would provide direct routes of travel through street extensions, adding enhanced bicycle infrastructure on most major roadways, and upgrading intersections to be consistent with the City's Street Design Manual. These improvements would support improved lines of sight through the community through use of a grid pattern roadway network. Similarly, the Specific Plan Urban Design Framework encourages preservation of public view corridors that are oriented towards natural open spaces and Mission Bay, including views from Milton Street and Illion Street.

Future projects implemented in accordance with the Specific Plan would be required to demonstrate compliance with following relevant policies identified in the Specific Plan:

- Guiding Principle: Preserve designated public views of Mission Bay.
- Urban Design Framework: Public view corridors that are preserved and public view sheds that are oriented towards natural open spaces and Mission Bay.
- Policy 4.2.19: Utilize street trees to establish linkages between blocks and to frame public views.

In addition to compliance with Specific Plan policies, future development proposals within the Specific Plan area would be required to comply with the development regulations within the LDC and community plan polices related to public spaces and neighborhood character.

No land use changes are proposed within the Clairemont Mesa portion of the Specific Plan area, and the existing 30-foot height limit within that area would remain; therefore, there would be no potential obstruction to scenic vistas or views. Within the Linda Vista portion of the Specific Plan area, height limits would be increased from 30 feet up to 45 feet without a discretionary permit. While there are a number of existing buildings of similar heights in the Linda Vista portion of the Specific Plan area, an increase in the potential for development of buildings up to 45 feet would have the potential to alter public views of Mission Bay and the Presidio, which are identified in the Linda Vista Community Plan's Community Plan Implementation Overlay Zone (CPIOZ) and commercial design standards. Land within the Specific Plan area is relatively flat and existing views

are generally already obstructed from existing development and structures; however, areas surrounding the Specific Plan area (particularly to the east) are located at a higher elevation which affords views towards the bay and other surrounding viewpoints such as the San Diego River. An increase in building heights within the Linda Vista portion of the Specific Plan area could obstruct some existing views from these surrounding areas.

Additionally, under the Transit Oriented Development Enhancement Program (TODEP), building heights in excess of 45 feet would be allowed within the Morena Station and Tecolote Village districts with approval of a Planned Development Permit (PDP). Within the Community Village land use designation of the Morena Station district of the Specific Plan, building heights would be allowed up to 65 feet with approval of a PDP and within the Community Village designation of the Tecolote Village district, building heights up to 100 feet would be allowed with approval of a PDP. These taller buildings could have the potential to obstruct views of Mission Bay and the Pacific Ocean, which are identified in the Linda Vista Community Plan. While future development under the TODEP program would undergo a discretionary review associated with the PDP process that would allow for review under CEQA to determine if scenic views or vistas could be substantially obstructed, it cannot be known with certainty whether the potentially significant impacts of development under the TODEP program can be fully mitigated as part of the subsequent environmental and permit process. Thus, at a program level of analysis, adoption of the TODEP could result in significant impacts related to public scenic views as the program would facilitate new development in certain areas that could achieve heights up to 65 or 100 feet. Thus, potential impacts related to public views associated with build-out of Specific Plan land uses within the Linda Vista portion of the Specific Plan area including implementation of the TODEP would be significant.

Issue 2 Neighborhood Character

Would the proposed project result in a substantial alteration (e.g. bulk, scale materials or style) to the existing or planned (adopted) character of the area?

No land use changes are proposed within the Clairemont Mesa portion of the Specific Plan area, and the existing 30-foot height limit and base zone regulations within that area would remain; therefore, there would be no substantial alteration to the existing or planned character of the Clairemont Mesa portion of the Specific Plan area.

Within the Linda Vista portion of the Specific Plan area, height limits would be increased from 30 feet up to 45 feet without a discretionary permit, and densities would increase around the existing Morena/Linda Vista Transit Station and the planned Tecolote Road Trolley Station. The increase in allowable heights would have the potential to change the neighborhood character that currently exists within the Linda Vista portion of the Specific Plan area. While there are existing structures developed up to and in excess of 45 feet within the Specific Plan area such as the Sun Office Plaza (814 Morena Boulevard), The Village at Morena Vista (5375 Napa Street), and the Morena Office Center (1202 Morena Boulevard), the area is dominated by one or two story structures. Additionally, the proposed land use changes in Linda Vista would alter the existing auto-oriented commercial character of certain areas toward higher density residential and mixed-use land use. The increase in allowable densities around the existing and planned transit stations within the Morena Station and

Tecolote Village districts could change the character of the area and result in an increase in the bulk of buildings compared to the existing condition.

Future projects within the TODEP area would implement mixed-use transit-oriented development land uses within the Morena Station and Tecolote Village districts. This program, intended to support the existing and planned transit/trolley stations and implement the goals in the General Plan, Climate Action Plan (CAP), and the Mobility and Urban Design policies of the Specific Plan, would allow up to 109 dwelling units per acre and structure heights of up to 100 feet in the Tecolote Village District and up to 73 dwelling units per acre and structure heights of up to 65 feet in the Morena Station District. As a result, the TODEP would allow for taller, denser development than the existing industrial, commercial, and residential structures. These increases in height and density would potentially contrast with the existing neighborhood character of the Specific Plan area.

Future development within the Specific Plan area would be required to be consistent with development standards for the applicable zone, as established by the City's LDC, such as setbacks and floor area ratios. Additionally, supplemental development regulations would be adopted concurrently for the Specific Plan area that would modify the development regulations of the applicable base zones in the LDC within the Linda Vista portion of the Specific Plan area, as specified in Section 3.3.5 of this Program Environmental Impact Report.

Future development projects would be undertaken in accordance with the City's General Plan and LDC in addition to proposed Specific Plan policies. The Specific Plan identifies individual districts with a unique character for each area and identifies a vision and policies that address the form and character envisioned for each area. This approach recognizes the unique needs and design considerations for the various districts within the Specific Plan by providing district-specific policies that would be applicable to future development within each district.

Additionally, future development would be required to comply with polices contained in the Urban Design Chapter of the Specific Plan, which addresses a number of design elements that would guide future development and shape the character of the community. For example, Specific Plan policies address the streetscape and public realm with the goal of increasing opportunities for social interaction, business activation, and attractive pedestrian areas. Streetscape and public realm policies would support transforming the currently auto-oriented street network into multi-modal streets that accommodate all users in addition to accommodating street trees, landscaping, permeable pavers and other sustainable elements. Polices addressing branding and gateways in the Specific Plan area intended to create a sense of arrival and sense of place that indicates entry to a unique location by providing a visual experience for pedestrians, bicyclists, and motorists. Signage, monuments, public realm improvements, and architectural and site design would help define gateways. Development Design policies intend to encourage building design that incorporates different modulations, articulations, transparencies, stepbacks, and use materials with varying colors and textures in order to provide buildings with a pedestrian-oriented scale and visual appeal.

With implementation of proposed Specific Plan policies, zoning, and supplemental development regulations, the design of new development would be required to incorporate features that enhance neighborhood character and minimize adverse impacts associated with increased bulk, scale and height. Building materials, style, and architectural features would be reviewed to ensure the character of development is consistent with the vision for the community. However, despite existing

LDC requirements, proposed supplemental development regulations, and Specific Plan policies that would apply to future development, the nature of the proposed land use changes with regard to the density and intensity of development, including height, could result in a substantial alteration to the existing neighborhood character. While the planned changes are intended to improve the existing visual character and create a more vibrant, pedestrian-oriented community with transit supportive development, the proposed land use changes would represent a substantial change to the existing character within the Linda Vista portion of the Specific Plan area.

Additionally, future projects implemented under the TODEP would allow a greater intensity and potential height of development within the Morena Station and Tecolote Village districts with approval of a PDP. While future development under the TODEP program would undergo a discretionary review associated with the PDP process that would allow for review under CEQA to determine if a significant impact associated with neighborhood character could occur, it cannot be known with certainty whether the potentially significant impacts of development under the TODEP program can be fully mitigated as part of the subsequent environmental and permit process. Thus, at a program level of analysis, adoption of the TODEP could result in significant impacts related to neighborhood character as the program would facilitate an increase in development intensity. Thus, potential impacts related to alterations to neighborhood character associated with build-out of Specific Plan land uses within the Linda Vista portion of the Specific Plan area including implementation of the TODEP would be significant.

Impact 6.7-2: A significant impact related to neighborhood character would occur as a result of future development within the Linda Vista portion of the Specific Plan area due to increased heights and development intensity that could conflict with existing neighborhood character.

Issue 3 Distinctive or Landmark Trees

Would the proposed project result in the loss of any distinctive or landmark tree(s), or stand of mature trees as identified in the community plan? (Normally, the removal of non-native trees within a wetland as part of a restoration project would not be considered significant.)

There are no distinctive or landmark tree(s) or any stand of mature trees identified within the Specific Plan area that would qualify for protection under City Council Policy 900-19. The Urban Forest section within the Urban Design Element of the Specific Plan includes policies that would protect existing trees in good health, promote the planting of new trees, and provide guidance as to the types of trees that should be planted. Implementation of the proposed Specific Plan policies would prevent the loss of existing mature trees except as required because of tree health or public safety. Therefore, the project would not result in the loss of any distinctive or landmark trees, or any stand of mature trees as identified in the community plan. No impact would occur.

Issue 4 Landform Alteration

Would the proposed project result in a substantial change in the existing landform?

The Specific Plan concentrates development and intensification within existing developed areas within the Linda Vista Community Plan area. Existing canyons and slopes adjacent to the Specific Plan area are not planned for development and would not be impacted. Although specific grading quantities associated with future development are presently unknown, future development is not anticipated to require substantial landform alteration, since the Specific Plan area is generally flat and nearly fully developed with urban uses. Additionally, the Specific Plan includes policies to ensure development is sensitive to the existing landform. Therefore, the project would not result in a substantial change in existing landform, and impacts would be less than significant.

Issue 5 Light and Glare

Would the proposed project create substantial light or glare which would adversely affect daytime or nighttime views in the area?

The Specific Plan area is largely built-out. Sources of light currently include those typical of an urban community, such as building lighting for residential, commercial, and institutional land uses, roadway infrastructure lighting, and signage. Future development under the Specific Plan would introduce residential and non-residential interior and exterior lighting, parking lot lighting, commercial signage lighting, and lamps for streetscape and public recreational areas. The Specific Plan includes policies that encourage the integration of lighting design into new development design, discourages unnecessary glare and light spillage, and encourages outdoor lighting to be shielded from residential areas to prevent adverse effects of night lighting.

Future development would be required to comply with the applicable outdoor lighting regulations of the Municipal Code (§142.0740 et seq.) in order to minimize negative impacts from light pollution including light trespass, glare, and urban sky glow. Compliance with these regulations would preserve enjoyment of the night sky and minimize conflict caused by unnecessary illumination. New outdoor lighting fixtures must minimize light trespass in accordance with the California Green Building Standards Code, where applicable, or otherwise shall direct, shield, and control light to keep it from falling onto surrounding properties.

Future development would also be required to comply with Section 142.0730 of the LDC to limit the amount of reflective material on the exterior of a building that has a light reflectivity factor greater than 30 percent to a maximum of 50 percent. Additionally, per Section 142.0730(b) of the LDC, reflective building materials are not permitted where it is determined that their use would contribute to potential traffic hazards, diminish the quality of riparian habitat, or reduce enjoyment of public open space. Therefore, through regulatory compliance, the proposed project would not create substantial light or glare that would adversely affect daytime or nighttime views in the area, and impacts would be less than significant.

Cumulative Impacts

Future growth within the Specific Plan area in combination with development within surrounding community planning areas, including Clairemont Mesa and Linda Vista, has the potential to cumulatively impact the visual environment through the design, height, and location of future buildings. As discussed under Issues 1 and 2, implementation of the Specific Plan, specifically for the Linda Vista portion of the Specific Plan area, would result in potentially significant impacts related to scenic views and neighborhood character. As land uses within the surrounding communities are developed, particularly the potential land use changes associated with the comprehensive update to the Clairemont Mesa Community Plan, allowable development intensities and building heights could be increased, similar to the Linda Vista portion of the Specific Plan area. Considering the planned transit stop within the Clairemont Mesa portion of the Specific Plan area and the overall goal of the City to promote transit supportive densities within areas with high quality transit, it is likely that additional density will be recommended in this area that would contribute to a cumulative impact related to scenic views and neighborhood character. Typically, to achieve higher residential densities, additional height allowances are required. These potential land use changes within the Specific Plan area and within the broader Clairemont Mesa Community Plan would result in a cumulatively considerable impact related to scenic views and neighborhood character.

With implementation of proposed Specific Plan policies, zoning, supplemental development regulations, and amended LDC regulations, the design of new development would be required to incorporate features that enhance neighborhood character and minimize adverse impacts associated with increase bulk, scale, and height. However, notwithstanding these requirements, cumulative development within the Specific Plan area and surrounding community plans would result in a cumulatively considerable impact related to scenic views and neighborhood character.

Cumulative light and glare impacts are addressed through compliance with the LDC, and proposed Specific Plan policies ensure lighting is directed downward, and would not affect day or nighttime views. The Specific Plan, General Plan, Linda Vista Community Plan, and Clairemont Mesa Community Plan contain policies to preserve, protect, and restore existing landforms. Thus, based on the existing urbanized character of the Specific Plan area and surrounding community plan areas, as well as existing regulations addressing the protection of trees, and landform alteration, cumulative impacts related to these issue areas would be less than significant.

6.7.4 Significance of Impacts

Scenic Vistas or Views

Within the Linda Vista portion of the Specific Plan area, height limits would be increased from 30 feet up to 45 feet without a discretionary permit that would have the potential to alter views of the Presidio, and Mission Bay and the Pacific Ocean. Additionally, adoption of the TODEP could result in significant impacts related to public scenic views as the program would facilitate new development in certain areas that could achieve heights up to 65 or 100 feet. Thus, potential impacts related to public views associated with build-out of Specific Plan land uses within the Linda Vista portion of the Specific Plan area including implementation of the TODEP would be significant.

Neighborhood Character

The increase in allowable densities and height within the Linda Vista portion of the Specific Plan area, specifically around the existing and planned transit stations within the Morena Station and Tecolote Village districts could alter the existing neighborhood character of the area and result in an increase in the bulk of buildings compared to the existing condition. Additionally, future development under the TODEP could further alter neighborhood character due to increased heights and density compared to the existing condition. Impacts would be significant.

Distinctive or Landmark Trees

There are no distinctive or landmark tree(s) or any stand of mature trees identified within the Specific Plan area that would qualify for protection under City Council Policy 900-19. No impact would occur.

Landform Alteration

Existing canyons and slopes adjacent to the Specific Plan area are not proposed for development and would not be impacted. Future development is not anticipated to require substantial landform alteration since the Specific Plan area is generally flat and nearly fully developed with urban uses. The Specific Plan includes policies to ensure development is sensitive to the existing landform. Therefore, impacts related to landform alteration would be less than significant.

Light and Glare

Required compliance with the LDC would ensure impacts relative to lighting and glare would be less than significant.

6.7.5 Mitigation Framework

The Specific Plan identifies a robust policy framework to address potential adverse effects related to scenic vistas/views and neighborhood character. Furthermore, the Specific Plan would require processing of a PDP and additional CEQA review for projects proposed under the TODEP program. Despite these project features, at a program level of analysis, impacts related to scenic vistas/views and neighborhood character would be significant. No additional mitigation measures have been identified beyond the proposed policy and permit framework already incorporated into the project that could reduce impacts to less than significant. Thus, impacts related to scenic vistas/views and neighborhood characters are significant and unavoidable.

No mitigation is required for Issue 3 (Distinctive or Landmark Trees), Issue 4 (Landform Alteration) or Issue 5 (Light and Glare), as impacts would be less than significant.

6.8 Greenhouse Gas Emissions

This section evaluates the potential greenhouse gas (GHG) emissions impacts associated with build-out of the Morena Corridor Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan"; or the "proposed project"). The analysis incorporates estimates of annual GHG emissions associated with build-out of the Specific Plan calculated using California Emissions Estimator Model (CalEEMod; CAPCOA 2016). CalEEMod results are included as Appendix D.

6.8.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively

6.8.1.1 Methodology and Assumptions

Annual GHG emissions associated with the existing conditions (year 2018) and build-out (year 2035) of the Specific Plan under the adopted and proposed land use plans were calculated using CalEEMod (Appendix D). Emissions sources include construction (off-road vehicles), mobile (on-road vehicles), area (fireplaces, consumer products [cleansers, aerosols, and solvents], landscape maintenance equipment, and architectural coatings), water and wastewater, and solid waste sources. Where project-specific data was not available at this program level of analysis, model inputs were based on information provided in the CalEEMod User's Guide (CAPCOA 2016).

GHG emissions are estimated in terms of metric tons of carbon dioxide equivalent (MT CO_2E). CO_2E emissions are the preferred way to assess combined GHG emissions because they give weight to the global-warming potential (GWP) of different gases. The GWP is the potential of a gas to warm the global climate in the same amount as an equivalent amount of emissions of carbon dioxide (CO_2). For example, CO_2 has a GWP of 1, methane (CH_4) has a GWP of 21, and nitrous oxide (N_2O) has a GWP of 310, which means CH_4 and N_2O have 21 and 310 times greater global warming effect than CO_2, respectively.

a. Estimating Construction Emissions

Construction activities associated with buildout of the Specific Plan area are anticipated to occur sporadically over approximately 20 years. Build-out would comprise of multiple smaller infill projects undertaken by individual developers/project applicants, each having their own construction timeline and activities. As discussed in Section 6.4, Air Quality, worst-case annual construction emissions were calculated assuming 25 percent of the total land uses would be constructed in a single year (SMAQMD 2016). To determine annual GHG emissions associated with build-out over a 20-year

period, these emissions were multiplied by 4 to determine total GHG emissions from construction of 100 percent of the land uses, and amortized over 20 years.

b. Estimating Vehicle Emissions

Vehicle emissions are calculated based on the vehicle type, the trip rate, and trip length for each land use. The vehicle emission factors and fleet mix used in CalEEMod are derived from California Air Resources Board's (CARB) Emission Factors 2014 model. Vehicle trip rates were taken from the Transportation Impact Analysis (Appendix B) based on 93,602 average daily trips (ADT) for the existing conditions, 106,005 ADTs for the adopted community plans, and 116,130 ADTs for the Specific Plan. Default vehicle emission factors and trip lengths were used.

The Specific Plan encourages increased intensity of development and mixed-use development in proximity to the existing and planned trolley stations within the Linda Vista portion of the Specific Plan area. Locating different land use types near one another can decrease vehicle miles traveled (VMT), as trips between land use types are shorter and may be accommodated by alternative modes of transportation (CAPCOA 2010). By increasing residential density within proximity of transit and commercial services, people's travel distances are affected and greater options for the mode of travel are provided. This can result in a substantial reduction in VMT depending on the change in density compared to a typical urban residential density (CAPCOA 2010). By increasing transit accessibility (e.g., by locating a high-density project near transit), a shift in travel mode is facilitated along with reduced VMT. The effectiveness of these land-use strategies ranges from less than 1 percent up to a maximum 30 percent reduction in communitywide VMT and are not additive (CAPCOA 2010). For example, where high-density mixed-use development is located within a 5- to 10-minute walk from a transit station with high-frequency transit or bus service and is combined with walkable and bicycle-friendly neighborhood design, a total VMT reduction up to 24 percent can be achieved (CAPCOA 2010). A VMT Report was prepared for the project (see Appendix D-1).

c. Estimating Energy Use Emissions

GHGs are also emitted through activities in buildings for which electricity and natural gas are used as energy sources. GHGs are emitted during the generation of electricity from fossil fuels off-site in power plants. These emissions are considered indirect but are calculated in association with a building's operation. Electric power generation accounts for the second largest sector contributing to both inventoried and projected statewide GHG emissions. Combustion of fossil fuel emits criteria pollutants and GHGs directly into the atmosphere. When this occurs in a building, this is considered a direct emissions source associated with that building. CalEEMod estimates emissions from the direct combustion of natural gas for space and water heating.

CalEEMod estimates GHG emissions from energy use by multiplying average rates of residential and non-residential energy consumption by the quantities of residential units and non-residential square footage entered in the land use module to obtain total projected energy use. This value is then multiplied by electricity and natural gas GHG emission factors applicable to the project location and utility provider.

Energy consumption values are based on the California Energy Commission-sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies, which identify energy use by building type and climate zone. Because these studies are based on older buildings, adjustments have been made in CalEEMod to account for changes to Title 24 Building Codes. CalEEMod 2016.3.2 is based on the California Energy Code (Title 24, Part 6 of the California Code of Regulations [CCR]).

The Specific Plan area would be served by San Diego Gas & Electric (SDG&E). Therefore, SDG&E's specific energy intensity factors (i.e., the amount of CO_2, CH_4, and N_2O per kilowatt-hour) are used in the calculations of GHG emissions. The state mandate for renewable energy is 33 percent by 2020 and 50 percent by 2030. However, the energy intensity factors included in CalEEMod by default only represent a 10.2 percent procurement of renewable energy (SDG&E 2011). The California Public Utilities Commission (CPUC) has indicated that SDG&E has met and exceeded 2020 Renewable Portfolio Standard (RPS) targets by achieving 43.2 percent in 2015 (CPUC 2017). Therefore, emission estimates were modeled accounting for reductions achieved by 43.2 percent renewable energy procurement. SDG&E energy intensity factors used in modeling are shown in Table 6.8-1.

Table 6.8-1
San Diego Gas & Electric Intensity Factors

GHG	2009 Factors (lbs/MWh)	Current Factors (lbs/MWh)
Carbon dioxide (CO_2)	720.49	457.25
Methane (CH_4)	0.029	0.018
Nitrous oxide (N_2O)	0.006	0.004

SOURCE: SDG&E 2011.
lbs = pound; MWh = megawatt hour

d. Estimating Area Source Emissions

Area sources include GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. The landscaping equipment emission values were derived from the 2011 In-Use Off-Road Equipment Inventory Model (CARB 2011b).

e. Estimating Water and Wastewater Emissions

The amount of water used and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both CH_4 and N_2O.

The indoor and outdoor water use consumption data for each land use subtype comes from the Pacific Institute's *Waste Not, Want Not: The Potential for Urban Water Conservation in California* 2003 (as cited in CAPCOA 2013). Based on that report, a percentage of total water consumption was dedicated to landscape irrigation, which is used to determine outdoor water use. Wastewater generation was similarly based on a reported percentage of total indoor water use (CAPCOA 2013).

Indirect emissions from water use and wastewater generation are based on the generation rates identified for the Specific Plan area. In addition, the GHG emissions from the energy used to transport the water are affected by the RPS (discussed in Section 5.8.2.5). To account for the effects of the RPS, the energy intensity factors included in CalEEMod were reduced by the values shown in Table 6.8-1.

f. Estimating Solid Waste Emissions

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. The total volume of solid waste was calculated using waste disposal rates identified by California Department of Resources Recycling and Recovery (CalRecycle). The methods for quantifying GHG emissions from solid waste are based on the Intergovernmental Panel on Climate Change (IPCC) method using the degradable organic content of waste. GHG emissions associated with the proposed project's waste disposal were calculated using these parameters. Recycling can also generate GHG emissions; however, the overall impact from manufacture to end of life is typically improved through recycling.

6.8.2 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to GHG emissions are based on the City's CEQA Significance Determination Thresholds. A significant impact related to GHG emissions could occur if implementation of a proposed project would:

1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs.

The CAP was originally adopted in December 2015, and future implementing actions necessary for the CAP PEIR to serve as a Qualified GHG Reduction Plan under CEQA Guidelines Section 15183.5 were adopted by City Council on July 12, 2016. This section of the CEQA Guidelines permits for discretionary projects under CEQA that are consistent with the CAP, to be able to tier off the GHG analysis set forth in the CAP Final EIR, which was certified on December 15, 2015, with an addendum certified on July 12, 2016. Analysis within this PEIR directly tiers off of the CAP PEIR for cumulative GHG Emissions under Section 15183.5. As such consistency with the City's CAP is used to evaluate the significance of the project's GHG impact. A consistency analysis of the proposed CPU and associated discretionary actions with the CAP is evaluated first through a comparison of the land use and transportation assumptions for which the CAP was developed, and secondly through a qualitative analysis of policies associated with the proposed CPU.

6.8.3 Impact Analysis

Issue 1 Greenhouse Gas Emissions

Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Compared to the existing land uses, the proposed project would assign new Community Commercial and Commercial Village land use designations in proximity to the Morena/Linda Vista Trolley Station and the future Tecolote Trolley Station. Community Commercial land uses would allow for high-intensity commercial uses and residential uses in a mixed-use setting with a pedestrian orientation. Community Village would provide for a high-density mix of retail, service, dining, and office commercial uses as well as civic, institutional, and multi-family residential uses in a mixed-use setting. Additionally, the proposed project incorporates the Transit Oriented Development Enhancement Program (TODEP), which would allow for increased residential density to promote transit-oriented development within lands designated Community Village (0-54 dwelling units/acre) in the Tecolote Village and Morena Station Districts. Participation in the TODEP would allow for an increase in residential density, structure height and floor area ratio with approval of a Planned Development Permit.

Table 6.8-2 summarizes the estimated emissions for each land use scenario including existing conditions (Existing 2018), build-out of the adopted Community Plan land uses within the Specific Plan area (Adopted 2035), and build-out of the Specific Plan land uses (Specific Plan 2035).

Table 6.8-2
GHG Emissions Comparison for the Specific Plan Area
(MT CO_2E per Year)

Emission Source	Existing 2018		Adopted 2035		Specific Plan 2035		Difference (Proposed - Adopted)	
Vehicles	100,093	87%	72,901	81%	77,954	72%	5,054	7%
Energy Use	10,125	9%	11,057	12%	16,797	16%	5,740	52%
Area Sources	285	0%	741	1%	4,523	4%	3,782	511%
Water Use	2,683	2%	3,081	3%	5,604	5%	2,523	82%
Solid Waste Disposal	1,904	2%	2,083	2%	3,030	3%	947	45%
Construction	--	--	465	1%	559	1%	93	20%
Total	115,089		90,328		108,468		18,140	20%

Source: Appendix D
Note: Totals may vary due to independent rounding.

As shown in Table 6.8-2, GHG emissions would be greater for proposed land uses identified within the Specific Plan area when compared to build-out of the Specific Plan area based on the adopted community plan land uses. Emissions from all sources were found to increase from the adopted community plan land uses. The increase in GHG emissions is due to the increased density of development that would be allowed within the Linda Vista portion of the Specific Plan area and associated GHG emissions. While the Specific Plan would authorize additional multi-family

residential development potential within Community Villages compared to what would be allowed under the adopted Linda Vista Community Plan land uses, this increase in development intensity would be focused around the existing and future trolley stations. The GHG emissions benefits of this land use pattern are demonstrated by the reduction in the proportion of GHG emissions attributable to vehicle emissions for the Specific Plan land uses compared to the adopted community plan land uses. Under the adopted community plan land uses, 81 percent of emissions would be attributable to vehicle emissions, while only 72 percent of emissions are attributable to vehicle emissions under the proposed Specific Plan land uses. This is achieved by the Specific Plan's focus on designating high-density mixed-use development within a 0.5-mile radius of high-quality transit.

The Specific Plan includes two Community Villages, which the General Plan defines as a community-oriented area with local commercial, office, and multi-family residential uses, including some structures with office or residential space above commercial space. The designation of these areas for high-density residential within mixed-use development would take advantage of the proximity to the Morena/Linda Vista Trolley Station and the future Tecolote Trolley Station.

By targeting new growth along transit corridors, within, or within a 0.5-mile radius of, a Community Village, the Specific Plan would be consistent with the General Plan's City of Villages Strategy, and thus, with Action 3.1 of the CAP, which calls for implementation of the General Plan's Mobility Element and the City of Villages Strategy in Transit Priority Areas (TPAs) to increase use of transit. The Mobility Element of the General Plan states that the City of Villages Strategy would support expansion of the transit system by calling for villages to be located in areas that can be served by high-quality transit. Increasing the allowable development intensity and residential densities around the existing and planned trolley stops would lay the groundwork for future transit use as well as provide riders for the existing transit network. By planning Community Villages at these key transit nodes, the Specific Plan would be consistent with the General Plan's Mobility Element Policy ME-B.1, which calls for increased transit service accessibility, and Policy ME-B.9, which calls for transit-supportive land use planning.

The Specific Plan would increase GHG emissions over those of the adopted community plan land uses; however, this increase in GHG is a direct result of the implementation of CAP Strategies and the General Plan's City of Villages Strategy. Increasing residential and commercial density along transit corridors and Community Villages within a TPA would support the City in achieving the GHG emissions reduction targets of the CAP, and thus, impacts associated with GHG emissions would be less than significant.

Issue 2 Conflicts with Plans or Policies

Would the proposed project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?

The regulatory plans and policies discussed in Section 5.8 aim to reduce national, state, and local GHG emissions by primarily targeting the largest emitters of GHGs: the transportation and energy sectors. Plan goals and regulatory standards are, thus, largely focused on the automobile industry and public utilities. For the transportation sector, the reduction strategy is generally three-pronged:

to reduce GHG emissions from vehicles by improving engine design; to reduce the carbon content of transportation fuels through research, funding, and incentives to fuel suppliers; and to reduce the miles these vehicles travel through land use change and infrastructure investments.

For the energy sector, the reduction strategies aim to: reduce energy demand; impose emission caps on energy providers; establish minimum building energy and green building standards; transition to renewable non-fossil fuels; incentivize homeowners and builders; fully recover landfill gas for energy; and expand research and development.

a. Consistency with State Plans

Executive Order S-3-05 establishes GHG emission reduction targets for the state, and Assembly Bill 32 launched the Climate Change Scoping Plan that outlines the reduction measures needed to reach these targets. Out of the recommended actions contained in CARB's Scoping Plan, the actions that are most applicable to the Specific Plan would be Actions E-1 and GB-1. CARB Scoping Plan Action E-1 together with Action GB-1 (Green Building) aim to reduce electricity demand by increasing the efficiency of Utility Energy Programs and adoption of more stringent building and appliance standards. The new construction associated with Specific Plan land uses would be required to include all mandatory green building measures under CALGreen. Therefore, the Specific Plan would be consistent with the Scoping Plan measures through incorporation of stricter building and appliance standards.

b. Consistency with Regional Plans

SANDAG's San Diego Forward: The Regional Plan

The Specific Plan would be consistent with the goals of the Regional Plan to develop compact, walkable and bicycle-friendly communities close to transit connections and consistent with smart growth principles. The Specific Plan would reinforce transit corridors, bicycle lanes and establish two pedestrian-oriented, urban, and mixed-use Community Villages that would reduce reliance on the automobile and promote walking, biking and the use of alternative transportation. Specific Plan policies would support the multi-modal strategy of the Regional Plan through the designation of two villages around the existing Morena/Linda Vista Trolley Station and the future Tecolote Trolley Station. Policies contained within the Specific Plan and mobility improvements identified in the Specific Plan are largely focused on improving connections to transit, accommodating enhanced pedestrian and bicycle facilities, and activating the pedestrian environment around the trolley stations. Additionally, the TODEP would allow the highest densities to be achieved around the trolley stations within the Community Villages in the Tecolote Village and Morena Station Districts with approval of a Planned Development Permit, which would be supportive of existing and planned transit. These Specific Plan policies and mobility improvements would be consistent with the Regional Plan's Sustainable Communities Strategy. Thus, no significant adverse environmental effects would result from the adoption of the Specific Plan in terms of consistency or conflicts with the Regional Plan.

c. Consistency with Local Plans

City of San Diego General Plan

Compared to the existing land uses, the Specific Plan includes two Community Villages located around the existing and planned trolley stations in the Linda Vista Community Plan area. A mix of commercial land uses combined with increased residential density would be allowed in these areas that would encourage "village-like" development consistent with the General Plan. The Specific Plan also supports General Plan concepts such as increased walkability, enhanced pedestrian and bicycle networks, improved connections to transit, and sustainable development and green building practices.

Policies within the Specific Plan Land Use Chapter identify the Tecolote Village and Morena Station Districts, where transit-oriented development would be supported, to provide for increased residential density that supports implementation of the CAP and implements the Mobility and Urban Design policies of the Specific Plan. Policies within the Mobility Chapter of the Specific Plan promote multi-modal development, enhanced pedestrian and bicycle facilities, and active storefronts to increase pedestrian engagement. Policies within the Conservation Chapter of the Specific Plan promote environmentally conscious building practices and materials, increase energy and water efficiency, increase on-site energy generation, and reduce waste generation. All of these policies correspond with policies set out by the General Plan. Thus, the Specific Plan would be consistent with the City's General Plan.

City of San Diego Climate Action Plan

One of the five primary strategies identified in the CAP is to implement bicycling, walking, transit, and land use strategies that promote increased development capacity for transit-supportive residential and employment densities and provide more walking and biking opportunities in TPAs. Most of the Specific Plan area is located within a TPA; specifically, the portion of the Specific Plan area within one-half mile of the Clairemont Drive Trolley Station within the Clairemont Mesa community planning area and all of the Specific Plan area within the Linda Vista community planning area. The proposed project's land use designations, policies, and recommendations within the Linda Vista community planning area are consistent with these land use and mobility strategies.

Specifically, the proposed project increases housing densities and non-residential intensities adjacent to the trolley stations within the TPAs. District policies within the Tecolote Village and Morena Station Districts promote mixed-use infill development around the trolley stations; higher density, transit-oriented housing with residential densities of 0-54 dwelling units per acre; and a mix of retail, office, and entertainment services to support new housing. Land use designations within the Employment and Design Districts include Community Commercial with allowed residential densities of up to 29 dwelling units per acre. This would further support higher density housing and employment infill development within the TPAs.

The proposed project also provides for the TODEP, which is intended to allow for increased residential density, to create transit-oriented development that supports the implementation of the CAP, and implements the Mobility and Urban Design policies of the Specific Plan. The TODEP allows for the density range to increase up to 109 dwelling units per acre within the Tecolote Village District

and up to 73 dwelling units per acre within the Morena Station District through a discretionary review process.

Further, the proposed project provides mobility recommendations intended to improve pedestrian and bicycle connectivity consistent with the CAP land use and mobility strategies. As detailed in Section 6.2, Transportation and Circulation, the Specific Plan would amend the mobility network plan to reduce the southbound lane of Morena Boulevard from Ingulf Street to Linda Vista Road from two lanes to one lane with left-turn pockets at intersections and recommends construction of a two-way cycle track along the west side of the roadway that is buffered from the vehicular travel lane. Additionally, reconfiguration of "Y" intersections to a "T" intersections at locations along Morena Boulevard (e.g., Morena Boulevard and Linda Vista Road and at Morena Boulevard and West Morena Boulevard) would help improve safety and visibility for all users of the street system. A number of walkability, bikeability, and transit service policies are proposed within the Specific Plan Mobility Chapter that would support pedestrian and bicycle access, safety, and overall mobility.

The CAP's Monitoring and Reporting Program Measure 1.4 calls for City staff to annually evaluate City policies, plans (including the CAP), and codes as needed to ensure the CAP reduction targets are met. Through monitoring the effectiveness of CAP actions at reducing GHG emissions, the City would be able to make adjustments to the CAP, which could include amending land use plans to reflect more aggressive strategies for GHG reduction. Therefore, the proposed project would be consistent with and would implement the CAP.

Cumulative Impacts

The impact analysis discussed under Issue 1 above is a cumulative analysis by its nature because GHG emissions are a cumulative issue caused by the global GHG emissions and not an individual project. Cumulatively, there exists a significant impact related to GHG emissions at the global level. However, as discussed under Issue 1 above, the proposed project's contribution to the cumulative impact from GHG emissions would be less than cumulatively considerable. As discussed under Issue 2, City policies, plans, and codes will be continually evaluated as needed to ensure that CAP GHG emissions reduction targets are met. If implementation of the Specific Plan cumulatively with other planning efforts such as community plan updates would be inconsistent with the CAP or other plans/policies for the reduction of GHG, the City could amend land use plans to reflect more aggressive strategies for GHG reduction. Thus, cumulative impacts related to conflicts with GHG plans and policies would be less than significant.

6.8.4 Significance of Impacts

Implementation of the Specific Plan land uses would increase GHG emissions over those of the adopted community plans; however, this increase in GHG is a direct result of the implementation of the CAP Strategies and the General Plan's City of Villages Strategy. Increasing residential and commercial density in transit corridors and Community Villages within a TPA would support the City in achieving the GHG emissions reduction targets of the CAP. Thus, impacts associated with GHG emissions would be less than significant.

The Specific Plan would implement the General Plan's City of Villages Strategy and include policies for the promotion of walkability and bicycle use, polices promoting transit-supportive development, and thus, would be consistent with the CAP and the General Plan. Impacts would be less than significant.

6.8.5 Mitigation Framework

All impacts related to GHG emissions would be less than significant. Thus, no mitigation is required.

6.9 Energy

6.9.1 Existing Conditions

The existing conditions related to electricity, natural gas, gasoline, and diesel use within the Specific Plan area are described in Section 2.3.9 of this PEIR.

6.9.2 Significance Determination Thresholds

Section 15126.4(a)(1) of the California Environmental Quality Act (CEQA) Guidelines states that an EIR shall describe feasible measures which could minimize significant adverse impacts, including, where relevant, the inefficient and unnecessary consumption of energy. CEQA Guidelines, Appendix F, Energy Conservation, provides guidance for EIRs regarding the potential energy impacts of projects, with a particular emphasis on avoiding or reducing the inefficient, wasteful, and unnecessary consumption of energy. The Resources Agency amended Appendix F to make it clear that an energy analysis is mandatory. However, the Resources Agency also clarified that the energy analysis is limited to effects that are applicable to the project (Resources Agency 2009). Furthermore, Appendix F is not described as a threshold for determining the significance of impacts. Appendix F merely seeks the inclusion of information in the EIR to the extent relative and applicable to the project.

Consistent with CEQA Guidelines Appendix F, impacts to energy resources could be significant if implementation of the proposed project would:

1) Develop land uses and patterns that would cause the wasteful, inefficient, and unnecessary consumption of energy or the construction of new or retrofitted buildings that would have excessive energy requirements for daily operation.

To better analyze the environmental effects associated with the energy use of the proposed project, energy use is evaluated in three distinct categories:

- Vehicular and equipment energy use from construction of the proposed project;
- Transportation energy use from people traveling to and from the proposed project after build-out; and
- Building energy use at the proposed project after build-out.

6.9.3 Impact Analysis

Issue 1 Excessive Energy Consumption

Would the proposed project develop land uses and patterns that would cause the wasteful, inefficient, and unnecessary consumption of energy, or the construction of new or retrofitted buildings that would have excessive energy requirements for daily operation?

The proposed project is the adoption of a Specific Plan and does not specifically address any particular development project(s); thus, impacts to energy resources are addressed generally, based on projected build-out of the Specific Plan. Implementation of the proposed project has the potential to result in impacts to energy supply due to the development that is anticipated to occur in response to projected population growth. Depending on the types of future uses, impacts would need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects implemented in accordance with the proposed project would be required to meet the mandatory energy standards of the California Energy Code (Title 24, Part 6 of the California Code of Regulations [CCR]) in effect at the time of issuance of a building permit. Energy resources would be consumed during construction of future development under the proposed project. Energy would also be consumed to provide operational lighting, heating, cooling, and transportation for future development.

a. Construction-Related Energy Consumption

During construction, energy use would occur in two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. At the program level, it is too speculative to quantify the construction-related energy consumption of future development, either in total or by fuel type. Although the exact details of the projects that could be implemented in accordance with the Specific Plan are not known at this time, there are no known conditions in the Specific Plan area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, development implemented in accordance with the Specific Plan would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects. Impacts would be less than significant.

b. Transportation Energy Use

Build-out of the Specific Plan would be associated with transportation energy use. Trips by individuals traveling to and from the Specific Plan area would largely rely on passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas, and could potentially be fueled by electricity.

At build-out, the Specific Plan would generate 116,130 average daily trips (ADTs). In the existing condition, the Specific Plan area generates 93,602 ADTs and build-out of the adopted land uses would generate 106,005 ADTs. Thus, the proposed land use changes with the Specific Plan would

result in increased trip generation compared to build-out of the adopted land uses. However, the increased development potential within the Specific Plan area is focused around the existing and planned trolley stations within the southern portion of the Specific Plan area and is intended to support increased use of these transit stations and reduced overall vehicle miles traveled (VMT). The convenient access to the existing and planned trolley stations and bus lines as well as the proximity of homes to services, combined with the mobility improvements proposed throughout the Specific Plan area, would support a more energy-efficient transportation system and increase opportunities for non-single-occupancy vehicle travel. Long-term operation of the proposed project, therefore, would not create a land use pattern that would result in a wasteful, inefficient, or unnecessary use of energy. Impacts would be less than significant.

c. Building Energy Use

As future development within the Specific Plan area is implemented, new or renovated buildings would be required to use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. Residential uses would likely see the most energy use in the evening as people return from work, while most nonresidential facilities would have high energy use during normal business hours and lower levels at other times.

California Emissions Estimator Model (CalEEMod) was used to estimate residential and non-residential energy uses, basing consumption on the number of residential units and non-residential square footage expected with build-out of the Specific Plan land uses. Table 6.9-1 shows the anticipated electricity and natural gas use by land use type for the proposed project at build-out compared to the anticipated energy use under build-out of the currently adopted land uses and the existing land use pattern.

Table 6.9-1
Anticipated Future Electricity and Natural Gas Use in the Specific Plan Area (2035)

	Proposed Project		Adopted Land Uses		Existing Land Uses	
Land Use	Electricity (kwh)	Natural Gas (therms)	Electricity (kwh)	Natural Gas (therms)	Electricity (kwh)	Natural Gas (therms)
Apartment high-rises	23,672,700	436,230	4,917,930	87,279	2,604,150	42,997
Condominiums and townhouses	13,155	438	118,393	3,944	175,396	5,843
Enclosed parking structure	1,701,000	0	1,701,000	0	0	0
General light industry	11,004,800	145,451	16,299,800	215,435	15,650,700	205,110
General office buildings	9,870,580	147,960	8,446,010	126,605	9,160,180	137,145
Health club	124,050	1,626	230,467	3,020	230,467	3,020
Hotel	587,729	23,526	587,729	23,526	587,729	23,526
Single-family housing	906,158	37,608	1,493,350	61,979	1,529,590	63,483
Strip mall	11,845,800	20,513	5,621,440	9,734	6,043,240	9,850
Total	**59,725,972**	**813,351**	**39,416,119**	**531,523**	**35,981,452**	**490,974**

SOURCE: Appendix D.

Build-out of the Specific Plan would result in an increase of electricity and natural gas usage when compared to both the existing condition and build-out of the adopted community plans, as the Specific Plan would allow for increased development intensity within certain areas. Future development implemented under the Specific Plan, at a minimum, would be required to meet the mandatory energy requirements of California Green Building Standards Code (CALGreen) and the California Energy Code (Title 24, Part 6 of the CCR) in effect at the time of development and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water heating systems, and lighting. Additionally, rebate and incentive programs that promote the installation and use of energy-efficient plug-in appliances and lighting would be available as incentives for future development.

In addition to the energy efficiencies that would be realized from compliance with current CALGreen and Title 24 standards in new developments, the Specific Plan identifies a number of sustainable design policies that support energy-efficient development, including:

- Policy 4.2.16. Utilize outdoor lighting that conserves energy and resources, while providing for safety.
- Policy 4.6.1 Design buildings and sites to incorporate passive solar design.
- Policy 4.6.2. Maximize the use of solar energy through installation of photovoltaic panels, solar water heating systems, and other technologies.
- Policy 4.6.3. Encourage the installation of solar energy generation systems where large roof surfaces, surface parking areas, or parking structures are discretely located to limit visibility from the street or glare to adjacent properties.
- Policy 4.6.4. Encourage the implementation of wind energy generation systems that are compatible with surrounding development.
- Policy 4.6.5. Encourage the adaptive reuse of existing buildings, in conjunction with improvements to increase energy efficiency and building longevity.
- Policy 4.6.6. Design buildings and landscaping to minimize building heat gain.
    a. Employ trees and landscaping strategically in site design for their benefits in building, window, and outdoor space shading.
    b. Choose “cool” roofing materials or green roof designs.
    c. Utilize window sunshades, extended roof eaves, and low emissivity (“low-e”) window glass to control solar exposure for building interiors.
- Policy 4.6.7. Maximize natural and passive cooling that builds on the proximity of Mission Bay and the Pacific Ocean by employing building design that incorporates vents oriented to capture prevailing winds; ceiling vaults; and thermal chimneys to facilitate air movement.
- Policy 4.6.8. Utilize drought-tolerant and native species in landscaping and parkway design to minimize water usage while providing attractive streets and environments.
- Policy 4.6.9. Discourage the use of turf in new ornamental landscaping areas, and strongly encourage the replacement of ornamental turf with water-wise landscaping in existing landscaping areas.

- Policy 4.6.10. Design and retrofit buildings to capture and utilize rain water for landscape irrigation.
- Policy 4.6.11. Encourage the uses of graywater reuse systems for landscape irrigation to supplement potable water supplies.

There are no features of the proposed project that would support the use of excessive amounts of energy or would create unnecessary energy waste. Impacts would be less than significant.

Cumulative Impacts

Future development within the Specific Plan area and planned growth in the surrounding Linda Vista and Clairemont Mesa communities, and the City in general, would require additional energy demand. However, as new development and redevelopment occurs, buildings would be required to comply with the Energy Code requirements in place at the time of building permit issuance. Each update to the Energy Code has historically incorporated more stringent energy efficiency requirements, and the state is headed toward a net-zero energy goal for new development. Furthermore, the City's Climate Action Plan includes additional energy efficiency requirements that would be required of future discretionary development. Policies within the Specific Plan are supportive of the General Plan City of Villages strategy, which intends to focus development intensity near transit and support development of increased multi-modal transportation options. Other planning efforts in the City would similarly be required to be consistent with the City's overall framework for growth, which includes reducing VMT and supporting sustainable energy-efficient development. Therefore, cumulative impacts related to energy consumption would be less than significant.

6.9.4 Significance of Impacts

Implementation of the proposed project would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects under the proposed project. Thus, short-term construction energy impacts would be less than significant. Energy conservation measures required by applicable energy conservation regulations (e.g., CALGreen) and energy conservation policies included in the Specific Plan would support the minimization of energy consumption from operations associated with future development. Similarly, the focus on multi-modal improvements to encourage non-vehicular transportation options would support reductions in VMT as the Specific Plan is built-out, thus avoiding excessive energy consumption related to transportation. Thus, long-term operational energy impacts would be less than significant.

6.9.5 Mitigation Framework

Impacts related to energy consumption would be less than significant. No mitigation is required.

6.10 Health and Safety

This section addresses the health and safety impacts that could result from implementation of the proposed Morena Corridor Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan"; or the "proposed project").

6.10.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively. The following paragraphs discuss health and safety issues unique to the Specific Plan area.

A search of federal, state, and local environmental regulatory agency databases was conducted to identify sites within the Specific Plan area that may have been impacted by hazardous materials or wastes. The search identified 43 documented release cases within the Specific Plan area, of which five are open (Table 6.10-1). A total of 41 of these identified sites are currently or were once the site of either a Leaking Underground Storage Tank (LUST) or a site that participated in a Cleanup Program. In addition, two Department of Toxic Substance Control (DTSC) Evaluation Sites were identified, and are classified as inactive. LUST systems pose a significant threat to groundwater quality. Contaminated sites are generally not from strictly petroleum underground storage tanks (USTs). The types of pollutants encountered at the sites can include solvents, pesticides, heavy metals, and fuel constituents to name a few. Properties with open cases represent an area with a moderate to high risk of encountering contamination during potential future redevelopment. Closed release cases represent a low to moderate risk of encountering contamination during potential future redevelopment. Additionally, cases that were closed in the 1990s may not meet current standards and may require additional investigation and/or remediation prior to redevelopment.

Table 6.10-1
Hazardous Materials Sites in the Specific Plan Area

Site	Address	Program/Site Type	Status
Clairemont Unocal #641131170 (T06019770693)	2576 Clairemont Dr.	LUST	Closed
Clairemont Unocal #641131179 (T0607302399)	2576 Clairemont Dr.	LUST	Closed
South Clairemont Shell	2606 Clairemont Dr.	LUST	Closed
Bay View Plaza, Former EZ Lube	2585 Clairemont Dr.	Cleanup Program Site	Closed
Bay View Plaza	**2565 Clairemont Dr.**	**Cleanup Program Site**	**Open**
Prestige Stations Inc., #9750	**2505 Morena Blvd.**	**LUST**	**Open**
Prestige Stations Inc., #9750	2505 Morena Blvd.	Cleanup Program Site	Closed
City Chevrolet	2111 Morena Blvd.	Cleanup Program Site	Closed
City Chevrolet	2111 Morena Blvd.	LUST	Closed
2005 Morena Property	**2005 Morena Blvd.**	**LUST**	**Open**
Arco #5141	1550 Morena Blvd.	Cleanup Program Site	Closed
Arco #5141	1550 Morena Blvd.	LUST	Closed
Blue Porpoise Marine	1244 Knoxville St.	LUST	Closed
Shell	1330 Morena Blvd.	LUST	Closed
Mission Chemical	4990 Naples St.	LUST	Closed
Mission Bay Automotive	1125 Morena Blvd.	LUST	Closed
Ultramar Station #1-740	1083 Morena Blvd.	Cleanup Program Site	Closed
Ultramar Station #1-740	**1083 Morena Blvd.**	**LUST**	**Open**
Astro Sign Co	4941 Pacific Hy.	Cleanup Program Site	Closed
Bergen Brunswig Drug Co.	1004 Cudahy Pl.	Cleanup Program Site	Closed
Paper Recovery of San Diego	5222 Lovelock St.	LUST	Closed
Trust Real Estate Services	5225 Lovelock St.	LUST	Closed
Anthony's Fish Grotto	5232 Lovelock St.	Cleanup Program Site	Closed
AIQ Inc.	4903 Pacific Hy.	LUST	Closed
Sears Warehouse	5258 Anna St.	LUST	Closed
Carl's Cocktail Lounge Supplies	880 Sherman St.	Cleanup Program Site	Closed
Walker Scott Company	908 Sherman St.	Cleanup Program Site	Closed
Sears Logistics Services, Inc.	960 Sherman St.	Cleanup Program Site	Closed
Lloyd Pest Control Co., Inc.	935 Sherman St.	Cleanup Program Site	Closed
Lloyd Pest Control Co., Inc.	935 Sherman St.	LUST	Closed
Florentine Co.	5353 Banks St.	LUST	Closed
Bay Park Towing	915 Morena Blvd.	LUST	Closed
Tops Cleaners	855 Morena Blvd.	Cleanup Program Site	Closed
Former Texaco Station	845 Morena Blvd.	Cleanup Program Site	Closed
Former Texaco Station	**845 Morena Blvd.**	**LUST**	**Open**
Coca Cola Bottling Co.	5330 Linda Vista Rd.	LUST	Closed
Morena Vista	5319 Linda Vista Rd.	Cleanup Program Site	Closed
AAMCO Transmissions	5251 Linda Vista Rd.	Cleanup Program Site	Closed
Hobart Sales/Service Center	5390 Napa St.	LUST	Closed
Commercial Facilities	5260 Gaines St.	LUST	Closed
SDCTY – Police Western	5215 Gaines St.	LUST	Closed
MV West Light Rail Extension	None	Cleanup Program Site	Closed
Morena Vista Redevelopment Project	Linda Vista and Napa St.	DTSC Evaluation Site	Inactive
AAMCO Transmissions (Former)	5251 Linda Vista Rd.	DTSC Evaluation Site	Inactive

Source: GeoTracker, May 2018.

6.10.2 Significance Determination Thresholds

Thresholds used to evaluate potential impacts to health and safety are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed project. A significant health and safety impact could occur if implementation of the proposed project would:

1) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands;

2) Result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school;

3) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan;

4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, creates a significant hazard to the public or environment; or

5) Expose people or structures to a significant risk of loss, injury or death from off-airport aircraft operational accidents.

6.10.3 Impact Analysis

Issue 1 Wildfire Hazards

Would implementation of the proposed project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including when wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The City of San Diego receives limited precipitation; therefore, the potential for wildland fires represents a hazard, particularly on undeveloped properties or where development exists (or would potentially exist in the future) adjacent to open space or within close proximity to wildland fuels. Approximately six acres of the 280-acre Specific Plan area—a narrow strip of land along the south site boundary between the Green Line Trolley tracks on the north, Friars Road on the south, Greenwood Street on the west, and Napa Street on the east—are mapped as a Very High Fire Hazard Severity Zone (VHFHSZ) by the California Department of Forestry and Fire (see Figure 2-8, Very High Fire Hazard Severity Zones). Existing City policies and regulations would help reduce, but not eliminate, risks from wildfires. The City's General Plan contains goals to be implemented by the City's Fire-Rescue Department (SDFD), and other policies aimed at reducing the risks of wildfires.

Future development consistent with the Specific Plan that is located within or adjacent to the designated VHFHSZ area could result in potentially significant impacts related to wildfire hazards;

however, any development that occurs within the Specific Plan area would be subject to applicable State and City regulatory requirements related to fire hazards and prevention. Regulations regarding fire protection management are summarized in Chapter 5.0, Regulatory Framework (Section 5.10) of this PEIR. These fire prevention measures include vegetation (brush) management, such as selective removal/thinning and fire-resistant plantings to create appropriate buffer zones around development. Other standards require incorporating applicable fire-related construction and design elements including fire-resistant building materials, fire/ember/smoke barriers, automatic alarm and sprinkler systems, and providing adequate fire flow and emergency access. These requirements would be implemented on a case-by-case basis, ensuring that individual projects are designed in accordance with regulatory standards. Additional fire prevention/protection measures could entail the preparation of Fire Protection Plans and/or other technical analyses related to CEQA environmental review. Future development proposals within the Specific Plan area would be reviewed for compliance with all City and Fire Code requirements aimed at ensuring the protection of people or structures from potential wildland fire hazards, including brush management regulations. Through regulatory compliance, impacts due to wildland fires would be less than significant.

Issue 2 Schools

Would implementation of the proposed project result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?

While there are no schools located within the Specific Plan area, Bay Park Elementary School, located at 2433 Denver Street, lies within a quarter-mile of the Specific Plan area. The hazardous materials database search identified one hazardous materials site within one-quarter-mile of Bay Park Elementary School. This site, located at 2505 Morena Boulevard, is identified as Prestige Stations, Inc., and is marked as both an Open LUST Cleanup Site and a Closed Cleanup Program Site on the GeoTracker database. As such, future redevelopment of this site has the potential to result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing school. This would be a potentially significant impact.

In accordance with City, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted to occur at such sites until a “no further action” clearance letter from the County of San Diego’s Department of Environmental Health (DEH), or similar determination is issued by the SDFD, Department of Toxic Substances Control (DTSC), Regional Water Quality Control Board (RWQCB), or other responsible agency. Current City, state, and federal requirements provide a high level of protection from new hazardous uses that may be sited near schools. Therefore, through regulatory compliance, impacts would be reduced to less than significant.

For any new schools that would be constructed within the Specific Plan area or within a quarter-mile of the Specific Plan area, the individual school district is responsible for planning, siting, building, and operating the schools. It would be the responsibility of the school district to perform an in-depth analysis of any potential hazards at the project level.

Issue 3 Emergency Evacuation and Response Plans

Would implementation of the proposed project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

There are no objectives or policies contained in the Specific Plan that would interfere with or impair implementation of an adopted emergency response or evacuation plan. The Unified San Diego County Emergency Services Organization Operational Area Emergency Plan, Annex Q, Evacuation (County of San Diego 2007) identifies a broad range of potential hazards and a response plan for public protection. The plan identifies major interstates and highways within the county as primary transportation routes for evacuation. The land uses identified in the Specific Plan would not physically interfere with any known adopted emergency plans. The mobility and transportation modifications discussed in Section 6.2, Transportation and Circulation, would directly help traffic flow and evacuation time.

Additionally, the County of San Diego Multi-Jurisdictional Hazard Mitigation Plan, revised 2017 (MHMP), as detailed in Chapter 5.0, provides methods to help minimize damage caused by natural and man-made disasters. The City and the Office of Emergency Services of San Diego County continue to coordinate to update the MHMP as hazards, threats, population and land use, or other factors change to ensure impacts to emergency response plans are less than significant (City of San Diego 2008). Impacts to emergency response plans as a result of implementation of the Specific Plan would be less than significant.

Issue 4 Hazardous Materials Sites and Health Hazards

Would the proposed project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment?

Hazardous materials are typically utilized by land uses such as industrial, retail/office, commercial, residential, agriculture, medical, and recreational uses, among other activities. According to a search of federal, state, and local regulatory databases, 43 documented hazardous material release cases were identified within the Specific Plan area, of which five are open, as shown in Table 6.10-1. Development of sites with existing contamination in accordance with the Specific Plan could potentially pose a hazard to the public or environment by placing sensitive receptors on or adjacent to, known hazardous materials sites.

Federal and state regulations require adherence to specific guidelines regarding the use, transportation, disposal, and accidental release of hazardous materials. In accordance with local City, County, state, and federal requirements, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable requirements and regulations. No construction would be permitted at such locations until a "no further action" clearance letter from the County's DEH, or a similar determination is issued by the SDFD, DTSC, RWQCB, or other responsible agency.

While there are no policies in the Specific Plan relative to hazardous materials, the General Plan includes policies to protect the health, safety, and welfare of residents relating to industrial land uses, documentation of hazardous materials investigations, and requiring soil remediation in land use changes from industrial or heavy commercial use to residential or mixed residential development. In addition, there are no major agricultural uses within the Specific Plan area, as the area consists of a built-out community located in an urbanized area of the City. Nominal amounts of pesticides and/or herbicides may be used by residents and other establishments for landscaping activities. These uses would not introduce significant risk of exposure to people in the Specific Plan area. Therefore, impacts related to hazardous materials sites and health hazards would less than significant.

Issue 5 Aircraft Related Hazards

Would implementation of the proposed project expose people or structures to a significant risk of loss, injury or death from off-airport aircraft operational accidents?

As discussed in the Land Use Section 6.1, the entirety of the Specific Plan area falls within the Airport Influence Area (AIA) Review Area 2 for the San Diego International Airport (SDIA), and only a small portion of the northern end of the Specific Plan area is located within Review Area 2 for Montgomery Field. As concluded in Section 6.1, implementation of the Specific Plan would not result in impacts associated with noise, safety, airspace protection or overflight for either Airport Land Use Compatibility Plan (ALUCP) as these compatibility concerns are limited to land located within Review Area 1. There are no safety zones that overlap with the project area. Future development projects within the Specific Plan area would be subject to the overflight and airspace protection policies in the ALUCP for SDIA and the northernmost portion of the Specific Plan area would be subject to the airspace protection policies in the ALUCP for Montgomery Field. The Specific Plan and proposed land use changes would be submitted to the Airport Land Use Commission to obtain a consistency determination with the ALUCP for SDIA and Montgomery Field. Additionally, there are no private airports or heliport facilities within or near the Specific Plan area. As a result, implementation of the Specific Plan would not result in land uses that are incompatible with an adopted ALUCP. Therefore, impacts would be less than significant.

Cumulative Impact Analysis

As discussed throughout this section, compliance with federal, state, regional, and local health and safety laws and regulations would address potential health and safety impacts. Potential health and safety impacts associated with wildfire, hazardous substances, emergency response and evacuation plans, and aircraft hazards would not combine to create cumulative impacts when viewed together

with the potential growth that could occur within the Specific Plan area and other communities within the vicinity. Future projects implemented in accordance with the Specific Plan would be required to follow the City's brush management regulations and the City's Fire Code requirements. In addition, potential hazards associated with hazardous material sites are site-specific and would not combine with hazards in other communities within the vicinity of the Specific Plan area to create a cumulative impact. Therefore, implementation of the Specific Plan would not result in a cumulatively significant impact related to health and safety issues.

6.10.4 Significance of Impacts

Development that may occur under the Specific Plan within or adjacent to the designated VHFHSZ area could potentially result in significant impacts related to wildfire hazards; however, any development that occurs within the Specific Plan area would be subject to applicable State and City regulatory requirements related to fire hazards and prevention. These requirements would be implemented on a project level, as individual projects are processed under the Specific Plan to ensure fire prevention/protection design elements are included consistent with regulatory standards. Future development proposals would be reviewed for compliance with all Land Development Code and City Fire Code requirements aimed at ensuring the protection of people or structures from potential wildland fire hazards, including brush management regulations. Impacts due to wildland fires would be less than significant.

Implementation of the Specific Plan could result in hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school. However, any new development that involves contaminated property would necessitate the clean-up and/or remediation of the property in accordance with applicable federal and state requirements and regulations. Current City, state, and federal requirements provide a high level of protection from new hazardous uses that may be sited near schools. Impacts to existing or proposed schools due to the release of hazardous materials would be less than significant with adherence to City, state, and federal requirements and regulations.

Implementation of the Specific Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Therefore, impacts would be less than significant.

Although there are five open LUST and Cleanup Program sites within the Specific Plan area, there are local, state, and federal regulations and programs in places that minimize the risk to sensitive receptors on or adjacent to hazardous materials sites. Adherence to these regulations would result in less than significant impacts relative to hazardous materials sites.

Impacts related to aircraft safety hazards would be less than significant because the Specific Plan area is located entirely outside of the boundary of potential safety hazard areas as identified by the ALUCPs for SDIA and Montgomery Field.

6.10.5 Mitigation Framework

Health and safety impacts would be less than significant. Thus, no mitigation is required.

6.11 Hydrology/Water Quality

This section addresses the potential hydrology and water quality impacts that would result from implementation of the proposed Morena Corridor Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan"; or the "proposed project"). It relies on secondary source information, existing regulations, and policies contained within the Specific Plan, in addition to the following technical reports:

- Revised Geotechnical and Geologic Reconnaissance, Morena Corridor Specific Plan, TerraCosta Consulting Group, Inc., May 15, 2018 (Appendix E)
- Morena Boulevard Station Area Specific Plan Existing Conditions Assessment for Water, Sewer, and Storm Drain, Fuscoe Engineering, Inc., July 10, 2015 (Appendix F)
- Morena Boulevard Station Area Specific Plan Proposed Conditions Assessment, Fuscoe Engineering, Inc., October 11, 2017 (Appendix G)

6.11.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

6.11.2 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to hydrology and/or water quality are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed project. A significant hydrology and/or water quality impact could occur if implementation of the proposed project would:

1) Result in a substantial increase in impervious surfaces and associated runoff, substantial changes in absorption rates, drainage patterns, or the rate of surface flow or volumes;
2) Result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body;
3) Deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge;
4) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map or place structures within a 100-year flood hazard area which would impede or redirect flood flows;

5) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or

6) Be subject to inundation by seiche, tsunami, or mudflow.

6.11.3 Impact Analysis

Issue 1 Runoff and Drainage Patterns

Would the proposed project result in a substantial increase in impervious surfaces and associated runoff, substantial changes in absorption rates, drainage patterns, or the rate of surface flow or volumes?

The Specific Plan area is located within an urbanized community within the City where the majority of the area is developed. Large areas of impervious surfaces (buildings, roadways, and surface parking) are mixed with a smaller amount of pervious (landscaping, parks) areas. Future projects constructed within the Specific Plan area would have the potential to change surface runoff characteristics, including the volume of runoff, rate of runoff, and drainage patterns. An increase in the volume or rate of runoff or change in drainage patterns could result in flooding and/or erosion.

Future projects within the Specific Plan area would be required to comply with multiple regulations and standards, both regional and local. The existing regulatory framework is summarized in Chapter 5.0 and discussed below. Future projects developed under the Specific Plan would adhere to the National Pollutant Discharge Elimination System (NPDES) permit requirements requiring the regulation of polluted discharge including the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that identifies Best Management Practices (BMP) that would be in place during construction activities.

Future projects developed under the Specific Plan would comply with permanent and construction storm water quality requirements contained in the City's Storm Water Standards Manual, including hydromodification management. Based on mapping prepared for the Watershed Management Area Analysis (refer to Appendix G), certain projects within the Specific Plan area may be exempt from hydromodification management requirements if the project meets certain criteria (see, page 8, Appendix G). These areas include significant portions of the Morena Station District at the southern edge of the Specific Plan area, as well as parcels just north and south of Milton Street adjacent to Morena Boulevard in the Clairemont District area. Individual future projects would be required to evaluate their exemption status on a case-by-case basis and, if a project does not qualify for an exemption, would be required to implement hydromodification controls per the City's Storm Water Standards Manual. With respect to adherence to the Storm Water Standards Manual, future projects would be required to be designed to ensure there would be no measurable increase of pollution (including sediment) in runoff from the site, no slope erosion, water velocity moving off-site must not be greater than pre-construction levels, and must preserve natural hydraulic features and riparian buffers where possible. Projects would typically meet these requirements by implementing a series of storm water BMPs and detention facilities specifically designed for the project.

Adherence to the requirements of the City's Storm Water Standards Manual, would require future projects to implement Low Impact Development (LID) practices, such as incorporation of

bioretention areas, pervious pavements, cisterns, and/or rain barrels, which would improve surface drainage conditions or, at a minimum, not exacerbate flooding or cause erosion. Landscaping, as well as pervious pavements used in lieu of standard pavement, can increase infiltration and reduce urban pollutants. Additionally, the Specific Plan incorporates the following policies that would support the sustainable management of urban runoff:

- Incorporate Low Impact Development practices into building design and site plans that work with the natural hydrology of a site to reduce urban runoff, including the design or retrofit of existing landscaped or impervious areas to better capture storm water runoff.

- Incorporate and maintain storm water best management practices in public infrastructure and private development projects, including streetscape improvements to limit water pollution, erosion, and sedimentation.

- Prioritize Low Impact Development practices that encourage water infiltration to minimize reliance on storm drains that could be impaired by sea level rise.

Future projects developed under the Specific Plan would also be required to design all drainage facilities in compliance with the City's Drainage Design Manual. Through policy conformance and design guidelines contained therein, drainage facilities would be constructed in a manner to ensure drainage related impacts are avoided.

Overall, future development would be required to comply with NPDES permit requirements, the City's Storm Water Standards Manual, Drainage Design Manual, and policies contained in the Specific Plan, which would reduce the potential for polluted runoff. Consistent with existing regulations, runoff volumes would be minimized by site-specific LID practices and BMPs. Compliance with the existing regulatory framework addressing storm water runoff would ensure impacts associated with runoff and drainage would be less than significant.

Issue 2 Water Quality

Would the proposed project result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?

Future development projects that occur within the Specific Plan area would have the potential to result in urban runoff and associated pollutant discharges. Urban runoff is surface water runoff generated from developed or disturbed land associated with urbanization. The increase in impervious surfaces and fewer opportunities for infiltration within the landscape increase storm flows and provide a source for sediment and other pollutants to enter receiving waters.

Urban runoff within the Specific Plan area ultimately discharges to several impaired water bodies including the Lower San Diego River, Rose Creek, Tecolote Creek, and the Mission Bay Shoreline, which are listed on the Clean Water Act Section 303(d) List of Water-Quality Limited Segments, as detailed in the Existing Conditions Section 2.3.1.1 of this PEIR.

As future development occurs within the Specific Plan area, applicable regulatory requirements would be triggered to require the retention and/or treatment of storm water through the

implementation of BMPs. NPDES permit requirements would require future development to demonstrate how pollutants such as various trace metals (e.g., copper, lead, zinc, and mercury), fecal coliform, low dissolved oxygen, phosphorus, and total dissolved solids that could be associated with future development would be treated to prevent discharge into receiving waters. Much of the existing development in the area was constructed before current storm water regulations were adopted. Thus, future development and redevelopment would be subject to more stringent requirements that are in place at the time of development, which would likely improve water quality. In addition, the Specific Plan includes policies that address hydrology and water quality, referenced under Issue 1, that would support capturing pollutants on-site and BMPs to improve water quality. Additionally, the MS4 Permit requires development of Water Quality Improvement Plans (WQIPs), administered through the Regional Water Quality Control Board, that would guide future development towards achieving improved water quality.

Under current storm water regulations in the City, all projects requiring approvals are subject to certain minimum storm water requirements to protect water quality. Types of storm water BMPs required for new developments include site design, source control, and treatment control practices, many of which overlap with LID practices. Storm water BMPs would reduce the amount of pollutants transported from future development projects to receiving waters. Additionally, the City has adopted the Master Storm Water Maintenance Program (to be replaced by the proposed Municipal Waterways Maintenance Plan) to address flood control issues by cleaning and maintaining the channels to reduce the volume of pollutants that enter the receiving waters. Subsequent projects implemented in accordance with the Specific Plan would be subject to existing regulations in place at the time projects are implemented. Thus, impacts would be less than significant.

Issue 3 Groundwater

Would the proposed project deplete groundwater supplies, degrade groundwater quality, or interfere with groundwater recharge?

Based on the Water Quality Control Plan for the San Diego Basin (April 2011), most of the groundwater in the region has been extensively developed, and the availability of potential future uses of groundwater resources is limited. Further development of groundwater resources would likely necessitate groundwater recharge programs to maintain adequate groundwater table elevations. Groundwater within the Mission San Diego Hydrologic Subarea of the Lower San Diego Hydrologic Area of the San Diego Hydrologic Unit has a potential beneficial use for municipal and domestic supply and existing beneficial uses for agricultural supply, industrial service supply, and industrial process supply. Groundwater within the Tecolote Hydrologic Area of the Peñasquitos Hydrologic Unit is exempt from municipal supply.

As discussed under Issues 1 and 2 above, current storm water regulations encourage infiltration of storm water runoff and protection of water quality, which would also protect the quality of groundwater resources and support infiltration where appropriate. Thus, impacts would be less than significant.

Issues 4, 5 and 6 Flooding

Would the proposed project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map or place structures within a 100-year flood hazard area which would impede or redirect flood flows?

Would the proposed project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Would the proposed project be subject to inundation by seiche, tsunami, or mudflow?

a. 100-year Floodplains

Portions of the Specific Plan area are located within a 100-year floodplain as mapped by the Federal Emergency Management Agency (FEMA) and shown in Figure 2-11, including areas that are currently developed with a variety of land uses located primarily around Tecolote Creek and the San Diego River. Future proposed development and redevelopment in the Specific Plan area within these areas would be subject to a number of regulations that ensure adverse impacts related to flooding are minimized to ensure significant impacts are avoided.

Future discretionary actions within a 100-year floodplain would be required to perform hydraulic and hydrologic analysis and submit associated studies and grading/improvement plans to the City for review to determine the effects to base flood elevations and ensure they will not result in flooding, erosion, or sedimentation impacts on- or off-site. Approvals from FEMA may be required if changes to floodplain maps result from proposed grading and changes in base elevations to bring properties outside of flood hazard areas.

Additionally, future projects within flood hazard areas would be subject to the City's Environmentally Sensitive Lands (ESL) Regulations and the City's floodplain regulations that would require projects to include design measures that prevent flood hazards. As part of these existing requirements, development must demonstrate that new structures are constructed with a minimum finished first-floor elevation of two feet above the elevation of the 100-year storm; development would not lead to an increase in the 100-year flowrate downstream; and development would not raise the flood elevation of the 100-year storm event (San Diego Municipal Code [SDMC] Section 143.0146).

Furthermore, with the implementation of the BMPs as described in the City's Storm Water Standards Manual and California BMP Handbook, future development projects within the Specific Plan area would not result in a substantial increase in flow rates or volumes that could result in potential flooding impacts. Therefore, impacts associated with flooding hazards would be less than significant.

b. Dam Inundation

The primary flood control measures serving the San Diego River watershed and the Specific Plan area include El Capitan Reservoir and San Vicente Reservoir, as well as the channelized sections of the San Diego River at the estuary, Mission Valley, and Lakeside. The reservoirs have historically functioned effectively in reducing peak flood flows along the lower San Diego River.

Portions of the Specific Plan area south of Tecolote Creek are located within dam inundation areas for El Capitan Dam and San Vicente Dam (Figure 2-12). While the risk associated with a dam break is high, the probability of such an event occurring is considered "low" according to the 2010 San Diego County Hazard Mitigation Plan, and is considered "rare" and "extreme" per the State of California's Natural Resources Agency Division of Safety of Dams.

All dams are required by the State to be inspected for safety, including capacity to not fail during a major seismic event. According to the California Department of Dam Safety's (State of California 2017) assessment of dam conditions statewide in 2017, El Capitan Reservoir is listed in "fair"[1] condition while the San Vicente Reservoir is in "satisfactory"[2] condition. Moreover, emergency action plans have been developed in the unlikely chance of a dam failure at El Capitan and San Vicente Reservoirs. Therefore, with low probability of occurrence and emergency action plans already developed along the watershed, impacts associated with dam inundation would be less than significant.

c. Seiche, Tsunami, Mudflow

As detailed in Appendix E, tsunamis, seiches, and mudflows are not considered likely hazards within the Specific Plan area. The State of California Tsunami Inundation Map for Emergency Planning for the La Jolla Quadrangle indicates that the Specific Plan area is not located within a tsunami inundation zone, although some portions of the Tecolote Creek could be subject to tsunami inundation (see Figure 2-13). In addition, the Specific Plan area is located on higher ground to the east of Mission Bay, as evidenced by the limits of the tsunami inundation zone and, as such, is not considered to be susceptible to flooding caused by seiches within Mission Bay due to earthquakes. Thus, tsunamis and seiches are not considered likely hazards that could result in flooding impacts to future land uses within the Specific Plan area. In addition, the U.S. Geological Survey Open-File Report OF 03-17 titled "Preliminary Soil-Slip Susceptibility Maps, Southwestern California" indicates no mapped landslides, which demonstrates that susceptibility for mudflows is low within the Specific Plan boundaries. Therefore, the Specific Plan area would not be subject to inundation by seiches, tsunamis, or mudflows and impacts would be less than significant.

Cumulative Impacts

Future projects within the Specific Plan area and surrounding areas could contribute to cumulative impacts related to hydrology and water quality, including downstream flooding, water quality impacts, erosion, and sedimentation. However, all future development within the Specific Plan area would be required to comply with all NPDES permit requirements, including the development of a SWPPP if the disturbed area covers one acre or more or a water quality control plan if the disturbed area is less than one acre. Future projects would also be required to follow the City's Storm Water

[1] According to the California Natural Resources Agency Department of Water Resources – Division of Safety of Dams (DOSD), a "fair" rating constitutes that no existing dam deficiencies are present for normal loading conditions. Rare or extreme hydrologic and/or seismic events may result in a dam safety deficiency.

[2] According to DOSD, a "satisfactory" rating constitutes that no deficiencies are recognized and acceptable performance is expected under all loading conditions (static, hydrologic, seismic).

Standards Manual for drainage design and BMPs for treatment. Thus, cumulative impacts would be less than significant.

6.11.4 Significance of Impacts

6.11.4.1 Runoff and Drainage Patterns

All development occurring within the Specific Plan area would be subject to drainage and floodplain regulations in the SDMC, and would be required to adhere to the City's Drainage Design Manual and Storm Water Standards Manual. Therefore, with future development, the volume and rate of overall surface runoff within the Specific Plan area would be likely reduced or at a minimum maintained consistent with existing conditions. Thus, impacts related to changes in runoff patterns associated with future development would be less than significant.

6.11.4.2 Water Quality

New development occurring within the Specific Plan area would be required to implement LID and storm water BMPs into the design of future projects within the Specific Plan area to address the potential for transport of pollutants of concern through either retention or filtration, consistent with the requirements of the MS4 Permit for the San Diego region and the City's Storm Water Standards Manual. Implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from the Specific Plan area to receiving waters. Thus, with compliance with the existing regulatory framework addressing protection of water quality, impacts associated with future development would be less than significant.

6.11.4.3 Groundwater

Storm water regulations that encourage infiltration of storm water runoff and protection of water quality would protect the quality of groundwater resources and support infiltration where appropriate. Impacts would be less than significant.

6.11.4.4 Flooding

a. 100-year Floodplains

Any future development within a mapped 100-year floodplain would be required to comply with the existing regulatory framework addressing development within floodplains including the City's ESL Regulations, floodplain regulations, and FEMA requirements. Hydrologic analysis would be required to demonstrate that no flood hazard impacts would result from proposed development. With implementation of existing regulatory requirements, impacts would be less than significant.

b. Dam Inundation

Both the San Vicente and El Capitan dams are certified dams with a low risk of dam break to occur. Additionally, emergency action plans are in place in the unlikely event of a dam failure. Therefore,

potential adverse impacts associated with flooding as a result of a dam failure is low. Impacts would be less than significant.

c. Seiche, Tsunami, Mudflow

Tsunamis, seiches, and mudflows are not considered likely hazards within the Specific Plan area, as there are no mapped tsunami inundation zones or mapped landslides within the Specific Plan area. The Specific Plan area is located on higher ground to the east of Mission Bay and, as such, is not considered to be susceptible to inundation caused by seiches, tsunamis, and mudflows. Impacts would be less than significant.

6.11.5 Mitigation Framework

Impacts would be less than significant. No mitigation is required.

6.12 Geologic Conditions

This section addresses potential impacts related to geological conditions that could result from implementation of the proposed Morena Corridor Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan"; or the "proposed project"). The geologic conditions and analysis in this section are based on the findings of the Geotechnical and Geologic Reconnaissance prepared for the proposed project by TerraCosta Consulting Group, Inc. in 2018, which is included as Appendix E.

6.12.1 Existing Conditions

The existing environmental setting and regulatory framework are summarized in Chapters 2.0 and 5.0, respectively.

Soil and geologic conditions are described in detail in Section 2.3.12 of this PEIR. In summary, the Specific Plan area is underlain by three surficial soil deposits and three geologic formations. The surficial soils include old paralic deposits, young alluvial floodplain deposits, and artificial fill. The geologic formations include Ardath Shale, Scripps Formation and San Diego Formation. Refer to Figure 2-7 for a geologic map of the Specific Plan area.

The site is located in the seismically active Southern California region and is subject to strong seismic ground shaking. The Rose Canyon fault zone passes through the project limits. The closest Alquist-Priolo Earthquake Fault Zone is located approximately one-quarter of a mile north-northwest of the project limits, as measured from Clairemont Drive.

According to the City's Seismic Safety Study, the Specific Plan area contains lands within Geologic Hazard Categories 31, 52, and 53 (see Figure 2-14).

- Category 31 is indicated as having a moderate and high risk for potential for ground failure and liquefaction due to shallow groundwater, major drainages, and hydraulic fills. These areas are located in the westernmost portion of the Specific Plan area, closest to the bay.
- Category 52 is comprised of level areas with gently sloping to steep terrain, favorable geologic structure, and having a low geologic risk. This category is found in the southern portions of the Specific Plan area.
- Category 53 is comprised of level areas or sloping terrain, unfavorable geologic structure, and having a low to moderate geologic risk. This category is found in the northern portions of the Specific Plan area.

Portions of the upper fill soils and alluvial deposits within the Specific Plan area limits may contain clayey soils that are potentially expansive. The proposed project study area contains soils that are potentially corrosive.

6.12.2 Significance Determination Thresholds

Thresholds used to evaluate potential impacts related to geologic conditions are based on applicable criteria in the CEQA Guidelines Appendix G and the City's CEQA Significance Determination Thresholds (2016). Thresholds are modified from the City's CEQA Significance Determination Thresholds to reflect the programmatic analysis for the proposed project. For impacts related to geologic conditions, a significant impact could occur if implementation of the proposed project would:

1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

    - rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault,
    - strong seismic ground shaking,
    - seismic-related ground failure (including liquefaction), and
    - landslides;

2) Result in substantial soil erosion or the loss of topsoil;

3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or

4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

This section does not include analysis related to the capacity of soils to support septic tanks or alternative waste water disposal systems, since sewers are available throughout the Specific Plan area.

6.12.3 Impact Analysis

Issue 1 Seismic Hazards

Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?

Future development associated with the implementation of the Specific Plan could result in the exposure of people, structures, and infrastructure to seismic hazards.

The project is located within southern California, known for the occurrence of earthquakes. Furthermore, the project site is located along and within the Rose Canyon fault zone. While no Alquist-Priolo Earthquake Fault Zones (APEFZ) are delineated within the project limits, numerous potentially active fault features have been identified within the project limits. Additionally, portions of the project site contain soils that have been identified as being potentially liquefiable. Thus, the Specific Plan area is subject to potential seismic-induced hazards such as ground shaking, rupture, liquefaction, seismic-induced ground settlement, and lateral spreading. These geologic hazards could expose residences, occupants, visitors, and structures, among others, to substantial adverse effects, including the risk of loss, injury, or death.

The Specific Plan area, along with all of southern California, is subject to strong seismic ground shaking. The Specific Plan area, in particular, is located within an area where faults crisscross the area. The City considers the Specific Plan area to contain active faults and would require fault studies for all new developments. Per City requirements, a geotechnical investigation that specifically addresses surface fault-rupture hazards is required for projects located in the fault buffer zones. More specifically, Appendix E of the City's Guidelines for Geotechnical Reports indicates that fault studies would be needed for all new developments as well as projects where repurposing of existing occupancy and use would occur. In addition, those studies would need to be prepared in accordance with the Alquist-Priolo Earthquake Zoning Act, California Geological Survey Note 49 that requires trenching or borings to evaluate site conditions. California Building Code (CBC) requirements state that new buildings cannot be located over active faults and setbacks (typically 50 feet) must be provided. As such, the specific locations of buildings may be impacted due to the locations of discovered and identified active faults.

Seismic design of future projects within the Specific Plan area would be evaluated in accordance with the CBC in effect at the time of development, in addition to standards adopted by the City of San Diego. Design in accordance with the CBC would ensure a reduced risk to future structures from strong seismic ground shaking. Additionally, San Diego Municipal Code (SDMC) Section 145.1803(a)(2) states that no building permit shall be issued for construction where the geotechnical investigation report establishes that construction of buildings or structures would be unsafe because of geologic hazards. Therefore, all new development and redevelopment within the Specific Plan area would be required to comply with the SDMC and the CBC, which include design criteria for seismic loading and other geologic hazards and require that a geotechnical investigation be conducted for all new structures, additions to existing structures, or whenever the occupancy classification of a building changes to a higher relative hazard category (SDMC Section 145.1803).

Design features of future projects are not known at this program level of review. However, future projects developed under the Specific Plan that are located in the Rose Canyon fault zone (see Figure 2-14) would be required to conform with state and local regulatory standards, and would be required to prepare a site-specific geologic report and fault study that provides provisions to reduce the potential impacts associated with seismic hazards to less than significant. Liquefaction and landslide impacts are further addressed under Issue 3 below.

Thus, while the Specific Plan area could be subject to seismic events, potential hazards associated with ground shaking and seismically induced hazards such as surface fault rupture, ground failure, liquefaction, and landslides would be reduced to less than significant through regulatory compliance

and implementation of site-specific geotechnical report recommendations associated with future development.

Issue 2 Erosion or Loss of Topsoil

Would the proposed project result in substantial soil erosion or the loss of topsoil?

Erosion and sedimentation are a function of rainfall, runoff, topographic conditions, ground cover, and various soil characteristics such as grain size and permeability. Bare and poorly vegetated areas are prone to soil erosion and sediment being transported by surface waters and drainages. The majority of the Specific Plan area is urbanized and generally well-landscaped and includes undeveloped lands in the form of canyons and other open space areas. Tecolote Creek is a concrete-lined drainage.

Project implementation may result in future development and mobility improvements that could lead to construction and grading activities that could temporarily expose topsoil and increase soil erosion from water and wind. As development occurs, paved areas and landscaping may be removed, thereby exposing soils to potential runoff and erosion during construction if protective measures are not taken.

SDMC Section 142.0146 requires grading work to incorporate erosion and siltation control measures in accordance with Chapter 14, Article 2, Division 4 (Landscape Regulations) and the standards established in the Land Development Manual. The regulations prohibit sediment and pollutants from leaving the worksite and require the property owner to implement and maintain temporary and permanent erosion, sedimentation, and water pollution control measures. Controls shall include measures outlined in Chapter 14, Article 2, Division 2 (Storm Water Runoff Control and Drainage Regulations) that address the development's potential erosion and sedimentation impacts.

Conformance to these mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Furthermore, any development involving clearing, grading, or excavation that causes soil disturbance of one or more acres, or any project involving less than one acre that is part of a larger development plan, is subject to National Pollutant Discharge Elimination System (NPDES) General Construction Storm Water Permit provisions. Additionally, any development of significant size within the City would be required to prepare and comply with an approved Storm Water Pollution Prevention Plan (SWPPP) that would consider the full range of erosion control Best Management Practices (BMPs), including any additional site-specific and seasonal conditions. Project compliance with NPDES requirements would significantly reduce the potential for substantial soil erosion or topsoil loss to occur in association with new development. Impacts would be less than significant.

Issue 3 Geologic Instability

Would the proposed project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Landslide

According to the City's Seismic Safety Study, the Specific Plan area contains lands within Geologic Hazard Categories 31, 52, and 53 (see Figure 2-14). Hazards related to slope stability and mudslides, if they exist, are more likely to be found within Categories 52 and 53. Areas located within Category 52 are considered to have low risk, while areas located within Category 53 are considered to have low to moderate risk. Review of U.S. Geological Survey Open-File Report OF 03-17 titled, "Preliminary Soil-Slip Susceptibility Maps, Southwestern California," indicates that the susceptibility for soil-slip, including mudslides, is low for the project site.

While no major landslides have been mapped within the project limits, small surficial instability could be present on steep slopes. Areas of the project site having significantly steep slopes are generally located along Tecolote Creek and the northeastern corner of the project site near Clairemont Drive. Development in these areas would likely require evaluation of the stability of the existing slopes.

Future development within the Specific Plan area would require a geotechnical investigation be prepared that specifically addresses slope stability if located on landslide-prone formations or slopes steeper than 25 percent (slope ratio of 4:1 horizontal to vertical) (SDMC Table 145.1803). Site-specific studies will be required to assess site-specific risks and hazards, and mitigation strategies that may be required to address a discovered hazard. Hazards associated with landslides, slope instability, and mudflows can be avoided through implementation of site specific recommendations associated with a geotechnical report investigation and, as such, the risk associated with landslides, slope instability, and mudflows would be less than significant.

Liquefaction and Other Soil Stability Issues

Regarding liquefaction and liquefaction-related issues such as lateral spreading, the project site contains both non-liquefiable and potentially liquefiable soils. The areas susceptible to liquefaction include those areas designated as Category 31 (see Figure 2-14), as defined by the City's Seismic Safety Guide. In general, the potentially liquefiable soils are confined to the main drainages that cut through and border the site. The liquefiable areas include the alluvial deposits associated with the drainages of Tecolote Creek and the San Diego River, as well as those low-lying areas where artificial fill has been used to raise grades within the floodplain of the San Diego River and adjacent to Mission Bay. Areas adjacent to Mission Bay are considered less susceptible to lateral spreading due to the distance to the bay. Consequences associated with liquefaction include ground settlements, loss of foundation support, ground oscillation, surface damage from sand boils, and lateral spreading.

New developments located within liquefiable areas will require site-specific investigations to determine the level of risk and hazard and design features to address life and safety concerns. The

SDMC requires that liquefaction and its consequences be evaluated for projects via a site-specific geotechnical report. Future development within the Specific Plan area would be required to be constructed in accordance with the SDMC and CBC, and would be required to implement any recommendations of the site-specific geotechnical report. With implementation of existing SDMC and CBC requirements and geotechnical recommendations, impacts related to liquefaction and liquefaction-related issues would be less than significant.

Collapsible Soils

Soils that undergo volumetric reduction due to wetting and inundation are considered collapsible soils. Such soils are typically found within alluvial deposits. Some fill soils also undergo collapse when wetted or inundated. As such, potentially collapsible soils are anticipated within those areas of the site that are mapped as younger alluvium (Qya) and artificial fill (af). The primary hazard associated with collapsible soils is settlement-induced damage.

Potential hazards associated collapsible soils would be addressed by the site-specific recommendations contained within geotechnical investigations as required by the CBC and SDMC. These hazards can be avoided by identifying and delineating the limits of these soils during the geotechnical investigation for specific structures, and by removing and recompacting the soils in question or founding the proposed structure on a foundation system designed to protect the proposed structure from settlement-induced damage. Thus, impacts related to collapsible soils would be less than significant.

Issue 4 Expansive Soils

Would the proposed project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Portions of the upper fill soils and alluvial deposits within the project limits may contain clayey soils that are potentially expansive. However, the impact to the proposed project due to expansive soils is low. The SDMC requires soils analysis prior to issuance of a building permit. Based on the soils report findings, if expansive soils are found at a particular project site within the Specific Plan area, that project site would need to comply with the both CBC and SDMC requirements. Compliance with existing regulations would ensure that impacts associated with expansive soils are reduced to less than significant.

Cumulative Impacts

Cumulative impacts related to geologic hazards within the Specific Plan area and surrounding community plans, including Linda Vista and Clairemont Mesa, would be less than significant with implementation of recommendations included in site-specific geotechnical investigations required under the CBC and SDMC, as discussed in the previous analysis. Geologic hazards occur from mapped faulting and site-specific soil or geologic conditions. Development of the Specific Plan area in combination with surrounding development in the larger community planning areas would not compound or worsen potential geologic hazards. Geologic hazard conditions are site-specific and do not compound or increase in combination with projected development elsewhere in the area. Thus,

as each individual development would be required to comply with remedial measures identified in a site-specific geotechnical investigation, as required by the SDMC and CBC, cumulative impacts related to geologic hazards would be less than significant.

6.12.4 Significance of Impacts

Based on the Geotechnical Report (see Appendix E), the Specific Plan would not have direct or indirect significant environmental impacts with respect to geologic hazards because future development would be required to occur in accordance with the SDMC and CBC. This regulatory framework includes a requirement for site-specific geologic investigations to identify potential geologic hazards or concerns that would need to be addressed during grading and/or construction of a specific development project. Adherence to the SDMC grading regulations and construction requirements and implementation of the recommendations and standards of the City's geotechnical study requirements would preclude significant impacts related to geologic hazards. Thus, impacts would be less than significant.

6.12.5 Mitigation Framework

Based on the Geotechnical Report (see Appendix E), potential impacts related to geologic hazards from implementation of the Specific Plan would be avoided, or reduced below a level of significance through mandatory conformance with applicable regulatory requirements. No additional mitigation is required.

6.13 Public Services and Facilities

This section analyzes the impacts of the proposed Morena Corridor Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan"; or the "proposed project") on public services, including fire protection and emergency services, police protection, schools, libraries, and parks and recreational facilities. The analysis relies on secondary source information, existing regulations, and policies contained within the Specific Plan.

6.13.1 Existing Conditions

A discussion of existing conditions for fire protection and emergency services, police protection, schools, libraries, and parks and recreational facilities in the Specific Plan area is provided in Chapter 2.0. The existing regulatory framework is summarized in Chapter 5.0.

In summary, public services are provided by the City of San Diego (City) with secondary service provided via mutual aid agreements with other jurisdictions. Fire and emergency medical service is provided by the San Diego Fire-Rescue Department (SDFD). First response is anticipated to be from Fire Station 25, although other SDFD stations may provide support and other agencies may provide response per the mutual aid agreements. The San Diego Police Department (SDPD) provides police service via the Northern Division and the Western Division (Beats 116 and 622), again with support provided via mutual aid agreements. San Diego Unified School District (SDUSD), the San Diego Public Library, and the City's Parks and Recreation Department provide school, library, and recreational services, respectively. Refer to Chapter 2.0 for details.

6.13.2 Significance Determination Thresholds

Based on the City's CEQA Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed project, a significant public services and facilities impact could occur if implementation of the proposed project would:

1) Promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, parks or other recreational facilities, fire/life safety protection, libraries, or schools), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives.

6.13.3 Impact Analysis

Issue 1 Public Facilities

Would the proposed project promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (including police protection, parks or other recreational facilities, fire/life safety protection, libraries, or schools), the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives?

a. Police Protection

Within the Specific Plan area, the Northern Division and the Western Division of the SDPD operate under the Citywide response time goals detailed in Section 5.13.1 of this PEIR and respond to Priority E (emergency) and Priority 1 through Priority 4 calls. There are no current plans for additional police substations in the Specific Plan area. Police response times within the Specific Plan area will continue to increase with the build-out of the existing Clairemont Mesa Community Plan land uses and the proposed Specific Plan land uses, which could ultimately result in the need for new or expanded police services. However, as future development is proposed within the Specific Plan area, individual projects would be subject to applicable Development Impact Fees (DIF) for public facilities financing in accordance with the San Diego Municipal Code (SDMC) Section 142.0640. A comprehensive Impact Fee Study (IFS) will be updated for the Linda Vista community planning area subsequent to the adoption of the Specific Plan that will define applicable DIF fees for future development, including fees for police facilities funding.

The Specific Plan identifies a policy to incorporate Crime Prevention Through Environmental Design (CPTED) concepts within developments; along sidewalks, paseos, and walkways; at transit stops/stations; and in public spaces to enhance the safety and comfort of the pedestrian experience as appropriate.

The proposed project does not include the construction of new police facilities. As population growth occurs and the need for new facilities is identified, any future construction of police facilities would be subject to a separate environmental review at the time design plans are available. Thus, while build-out of the Specific Plan could result in the demand for new or altered police services, the existing DIF framework in place would require future projects within the Specific Plan area to pay fees for future facility needs. Thus, implementation of the proposed project would result in a less than significant environmental impact associated with the construction of new facilities in order to maintain service ratios, response times, or other performance objectives related to police services.

b. Parks and Recreation

Silver Terrace Mini Park (1.28 acres) along Friars Road in the Linda Vista community planning area is the only park within the Specific Plan area. However, the area surrounding the Specific Plan has many opportunities for public access to parks and recreation facilities, including Tecolote Community Park and Recreation Center, Tecolote Canyon Natural Park and Nature Center, Western Hills Neighborhood Park, Mission Valley Preserve, and Mission Bay Park (refer to Figure 2-16).

Build-out of the proposed project would add up to 6,020 residential units[1] and 15,652 residents to the Specific Plan area. Thus, implementation of the proposed project would generate demand for up to about 43.8 acres of additional population-based parkland at the City's standard of 2.8 acres of population-based parks per 1,000 residents. At the City's standard of one 17,000-square-foot Recreation Center for every 25,000 residents and one Aquatic Complex for every 50,000 residents, an additional 10,643 square feet of Recreation Centers and 0.31 square foot of Aquatic Complex would be required to meet the City's parkland standards.

The Specific Plan identifies the following potential park site:

- Tecolote Linear Park, approximately 0.8 acre on the south side of Tecolote Road between the terminus of Savannah Street and Morena Boulevard. This is a potential improvement to existing vacant land; it would provide a pedestrian connection to the future Tecolote Road Trolley Station, Tecolote Road and Mission Bay Park, and the Design District.

Tecolote Linear Park would add about 0.8 acre of parkland to the Specific Plan area, only a small fraction of the 43.8 acres of additional parkland needed by proposed project build-out. Opportunities for additional park land and recreation facilities within the Specific Plan area are anticipated to come primarily through redevelopment of private and public properties and through the application of park equivalencies as detailed below. Facilities that may be considered as population-based park equivalencies include privately owned/publicly used parks and non-traditional parks such as rooftop parks.

The General Plan allows park equivalencies to be used when vacant land is limited, unavailable, or is cost-prohibitive. The application of park equivalencies is determined by the community and City staff through a set of guidelines. The community and City identified and evaluated population-based park and recreation opportunities, as well as potential park equivalency sites, for their recreational value, possible uses and functions, public accessibility, consistency with General Plan policies and guidelines, and other land use policy documents.

Projects developed under the Specific Plan would pay property taxes, sales taxes, and DIFs to the City, some of which would be available for development of new and expanded park facilities and capital improvements to existing parks. While other parks beyond Tecolote Linear Park are not planned within the Specific Plan area, the Specific Plan identifies goals for park and recreational facilities to meet the needs of the future residential population. Policies 2.4.7 and 2.4.12 promote converting any unused right-of-ways for parks, and Policy 4.2.6 promotes small parks to be incorporated into public spaces.

Future development proposed within Specific Plan area would be subject to payment of DIF for public facilities financing in accordance with SDMC Section 142.0640. A comprehensive IFS will be completed for the Linda Vista community planning area subsequent to the adoption of the Specific Plan that will define applicable DIF fees for future development, including fees for park funding. However, fees would not be adequate to address the extent of the parkland deficit. Payment and

[1] Buildout under the Specific Plan would result in a total of 7,016 dwelling units, for a net increase of 6,020 units over the existing 996 units. As such, the net increase of 6,020 is utilized for determining impacts to public facilities and services. It is assumed services are currently provided for the existing 996 units within the Specific Plan area.

receipt of DIF funds is contingent on future development, and proposed fees are not designed to fully fund and address the parkland deficit.

Although the Specific Plan would not meet the City's standard for population-based parks, it includes policies that would support additional parks within the Specific Plan area. Additionally, as the population growth occurs and the need for new facilities are identified and/or the construction of the Tecolote Linear Park proceeds, future park development would be subject to a separate environmental review at the time design plans are available. Thus, implementation of the proposed project would result in a less than significant impact associated with the construction of new facilities in order to maintain performance objectives for parks and recreation facilities.

c. Fire/Life Safety Protection

Implementation of the proposed project could result in an increase in allowable development, which could result in additional residents and vehicles being added to the Specific Plan area and a change in response times. However, future facilities would be planned based on adopted General Plan Public Facilities Element standards detailed in Section 5.13.3 of this PEIR. The proposed project does not include the construction of fire/life safety facilities. However, as future development is proposed within the Specific Plan area, individual projects would be subject to payment of DIF, which would provide facilities financing in accordance with SDMC Section 142.0640. A comprehensive IFS will be completed for the Linda Vista community planning area subsequent to the adoption of the Specific Plan that will define applicable DIF fees for future development.

In 2017, a Citywide review of SDFD services was completed by Citygate Associates (San Diego Fire-Rescue Department: Standards of Response Cover Review (Citywide Study); Citygate 2017). The Citywide Study establishes an emergency fire dispatch goal of 7 minutes and 30 seconds, and a travel time goal of 5 minutes. As shown in Table 1 of the Citywide Study, only seven of the City's stations meet a 90 percent best practice goal of the emergency fire dispatch goal. The Specific Plan area is serviced by Station 25. Station 25 had a response time of 8 minutes 53 seconds in year 2015-2016, and does not meet this goal (Citygate 2017). The report identifies a need for 10 infill fire stations, with four new stations currently planned. None of these infill fire stations would be within the communities covered by this Specific Plan.

As development occurs, each project will be evaluated by emergency service personnel and will be required to pay DIF. Fire suppression will be required through compliance with City fire safety policy and regulations regarding placement of fire hydrants and water lines, and the requirements for fire sprinkler systems.

At the program level the proposed increase in population would not require that the SDFD construct new facilities. Any expansion of existing facilities or the development of a new facility would be subject to separate environmental review at the time design plans are available. Thus, implementation of the proposed project would result in a less than significant environmental impact associated with the construction of new facilities in order to maintain service ratios, response times, or other performance objectives related to fire/life safety protection services.

d. Libraries

Implementation of the proposed project could result in an increase in allowable development, which could result in additional residents and associated demand for library services. The Clairemont Library currently serves the Specific Plan area. At 4,400 square feet, the Clairemont Library is far below the San Diego Public Library's current branch size standard of 15,000 square feet. The addition of residents to the Specific Plan area would exacerbate the existing deficit of minimum library building square footage at the Clairemont Library.

Projects developed under the proposed Specific Plan would pay increased sales taxes and property taxes to the City, some of which would be available to fund library operations. Such projects would also pay DIFs to the City, part of which would be allocated to fund construction of new and/or expanded library facilities and other improvements for library services. Currently there are no plans to expand or construct new libraries for the Specific Plan area. As such, an environmental analysis for a new or expanded facility would be speculative. Any future facility would require a site-specific environmental review. Overall, impacts related to the expansion or construction of library facilities would be less than significant.

e. Schools

Buildout of the proposed project would add up to 6,020 residential units and 15,652 residents to the Specific Plan area. Of the approximately 280-acre Specific Plan area, only 4.5 acres would remain zoned for residential uses at densities typical of single-family detached units (Residential Low; 5 to 9 units per acre), with maximum permitted intensity of 40 units. The remaining portions of the Specific Plan area would permit residential development at densities up to 54 units per acre. In those areas it is expected that residential redevelopments would be either single-family attached units (condominiums or townhomes) or multi-family units (apartments). It is assumed that 10 percent of all units that would be built under the proposed project would be affordable units, pursuant to the City's Inclusionary Housing Ordinance (SDMC Sections 142.1301 et seq.).

Student generation factors used by SDUSD are 0.104 student per residential unit for market-rate apartments, 0.577 student per unit for affordable apartments, 0.021 student per unit for condominiums, and 0.045 student per unit for single-family detached units. As a conservative analysis, it is assumed that all the residential units that would be redeveloped under the proposed project—other than units in the proposed Residential Low zoning designation—would be apartments. These units are expected to be a mix of single-family attached and multi-family units. Build-out of the proposed project is estimated to generate a net increase of 907 students, as shown in Table 6.13-1.

Student generation by school level (elementary, middle, and high) is estimated by prorating the total 907 students by the number of school years at each level (elementary: 6 years; middle: 3 years; and high: 4 years) compared to the total of 13 school years (K-12). Thus, student generation by school level is estimated at 419 elementary school students, 209 middle school students, and 279 high school students.

Table 6.13-1
Estimated Net Increase in Student Generation by Specific Plan Buildout

Residential Unit Type	Number of Units (Net Increase)[1]	Student Generation, Per Unit[2]	Total Students
Single-Family Detached	40	0.045	2
Apartments, market rate	5,382	0.104	560
Apartments, affordable	598	0.577	345
Total	**6,020**	Not applicable	**907**

[1]This analysis is based on the following assumptions regarding residential units that could be redeveloped under the Specific Plan:

- Units that would be redeveloped on sites where the proposed zoning designation would likely limit units to single-family detached (Residential Low designation) would be single-family detached [40 units].
- The remainder of units would be apartments [5,284 units] as a conservative analysis, as the student generation factor for market-rate apartment (0.104 per unit) is much higher than the factor for condominium (0.021 per unit).
- 10 percent of redeveloped apartment units are assumed affordable per the City's Inclusionary Housing Ordinance.

[2]SDUSD typically estimates student generation factors for each development project. The generation factors listed above are for the entire District and are for a developer fee justification study; thus, they are only a rough approximation of student generation by Specific Plan build-out

The existing schools serving the Specific Plan area have remaining capacities for 136 elementary school students, 977 middle school students, and 720 high school students, as shown in Table 2-11. Thus, those schools have sufficient remaining capacity for the estimated numbers of middle school and high school students that would be generated by proposed project buildout.

Although the two elementary schools serving the site have a deficiency of remaining capacity compared to the number of elementary school students estimated to be generated by the Specific Plan, both Bay Park and Toler Elementary Schools currently have substantial numbers of students who reside outside the schools' attendance boundaries. Therefore, SDUSD could obtain needed capacity at those two schools by transferring nonresident students to other schools (Hudson, 2017).

Government Code Section 65995 and Education Code Section 53080 authorize school districts to impose facility mitigation fees on new development to address any increased enrollment that may result. Senate Bill (SB) 50, enacted on August 27, 1998, significantly revised developer fee and mitigation procedures for school facilities as set forth in Government Code Section 65995. The legislation holds that an acceptable method of offsetting a project's effect on the adequacy of school facilities is payment of a school impact fee prior to issuance of a building permit. Once paid, the school impact fees would serve as mitigation for any project-related impacts to school facilities. As such, the City is legally prohibited from imposing any additional mitigation related to school facilities, as payment of the school impact fees constitutes full and complete mitigation. The school district will be responsible for potential expansion or development of new facilities. Therefore, impacts to schools resulting from future development would be less than significant through implementation of SB 50 as the imposition of the statutory fees would constitute full and complete mitigation per Government Code §65995(b).

Cumulative Impacts

Existing infrastructure deficiencies exist in various areas throughout the City and within the Linda Vista and Clairemont Mesa Community Plan areas. As development occurs within these broader areas, public facility improvements will likely be required to serve additional population. Cumulative impacts to public facilities are generally addressed by community wide IFSs that identify necessary facility improvements and form the basis for development of DIFs for public facilities addressed in the study.

As discussed in this section, implementation of the proposed project does not include the construction of any specific public facilities or services. However, an IFS for the Linda Vista Community Plan area will be adopted based on facility analysis completed as part of this Specific Plan (refer to Section 3.3.9). The IFS for the Clairemont Mesa Community Plan area will be adopted concurrent with the comprehensive community plan update and is not part of the proposed project. Future development consistent with the Specific Plan would be required to pay applicable DIFs as future development occurs within the Specific Plan area.

The specific public facilities improvements that would be required within the cumulative area of the Linda Vista and Clairemont Mesa community plan areas; the degree of future impacts; and the applicability, feasibility, and success of future mitigation measures cannot be adequately known at this program level of analysis. However, each future facility improvement would undergo a separate environmental review and is not intended to be analyzed for purposes of this proposed project. Thus, cumulative impacts related to public facilities would be less than significant.

6.13.4 Significance of Impacts

Regarding police protection, the proposed Specific Plan does not include the construction of new police facilities. As population growth occurs and the need for new facilities is identified, any future construction of police facilities would be subject to a separate environmental review at the time design plans are available. Therefore, implementation of the proposed project would result in less than significant environmental impacts associated with the construction of new facilities in order to maintain service ratios, response times, or other performance objectives related to police services.

Regarding parks and recreational facilities, there is an existing and projected deficit in population-based parks, which is an adverse impact but not considered significant at the program level. Implementation of the proposed project would provide policy support for increasing the acreage of population-based parks. Any future expansion or construction of a new park facility would be subject to separate environmental review at the time design plans are available. Thus, implementation of the proposed project would result in a less than significant impact related to parks and recreation.

Regarding fire/life safety protection, implementation of the proposed project would result in an increase in overall population, which could result in a change in fire-rescue response times and a demand for new or expanded facilities. The Citywide study (Citygate Associates 2017) does not identify a need for a new or expanded facility within the Specific Plan communities, and the Specific Plan does not propose any new fire station or fire station expansion. Any future expansion or construction of a

new facility would be subject to separate environmental review at the time design plans are available. Therefore, the impacts associated with fire/life safety facilities would be less than significant.

No new or expanded libraries are planned at this time, and the Specific Plan does not propose the construction of library facilities. Development of a new facility would be subject to separate environmental review at the time design plans are available. Therefore, impacts related to library facilities would be less than significant.

Regarding school facilities, future residential development that occurs in accordance with the proposed project would be required to pay school fees as outlined in Government Code Section 65995, Education Code Section 53080, and SB 50 to mitigate any potential impact on district schools. The City is legally prohibited from imposing any additional mitigation related to school facilities through implementation of SB 50, and the school district would be responsible for potential expansion or development of new facilities. Therefore, impacts to schools would be less than significant.

6.13.5 Mitigation Framework

Impacts to police protection, parks and recreation facilities, fire/life safety protection, library services, and schools would be less than significant. No mitigation is required.

6.14 Public Utilities

This section analyzes the impacts of the proposed Morena Corridor Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan"; or the "proposed project") on existing public utilities, including those for water, sewer, storm water, communications systems, and solid waste. The analysis relies on secondary source information, existing regulations, and policies contained within the Specific Plan, in addition to the following technical reports:

- Morena Boulevard Station Area Specific Plan Existing Conditions Assessment for Water, Sewer and Storm Drain, Fuscoe Engineering, Inc., July 10, 2015 (Appendix F)
- Morena Boulevard Station Area Specific Plan Proposed Conditions Assessment, Fuscoe Engineering, Inc., October 11, 2017 (Appendix G)
- Water Supply Assessment Report: Linda Vista Community Plan Amendment Project, City of San Diego Public Utilities Department, January 18, 2018 (Appendix H)

6.14.1 Existing Conditions

A discussion of the existing conditions for water supply, sewer, storm water, communications systems, and solid waste in the Specific Plan area is provided in Chapter 2.0. The existing regulatory framework is summarized in Chapter 5.0.

6.14.2 Significance Determination Thresholds

Based on the City's CEQA Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed project, impacts related to water, storm water, sewer, communications systems, and solid waste could be significant if implementation of the proposed project would:

1) Result in the use of excessive amounts of water beyond projected available supplies;

2) Promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives; or

3) Result in impacts to solid waste management, including the need for construction of new solid waste infrastructure including organics management, materials recovery facilities, and/or landfills; or result in a land use plan that would not promote the achievement of a 75

percent target for waste diversion and recycling as required under Assembly Bill (AB) 341 and the City's Climate Action Plan.

6.14.3 Impact Analysis

Issue 1 Water Supply

Would the proposed project use excessive amounts of water beyond projected available supplies?

A water supply assessment (WSA) was prepared to address build-out of the Linda Vista Community Plan area, including proposed land uses changes within the Linda Vista portion of the Specific Plan area (see Appendix F). The WSA addresses additional water demand stemming from the increased development potential within the Specific Plan area resulting from the proposed land use changes. As no land use changes are proposed within the Clairemont Mesa portion of the Specific Plan area, there would be no additional demand for water within that portion of the Specific Plan area. The analysis addresses water demands associated with build-out of the entire Linda Vista Community Plan, including land use changes proposed as part of the Specific Plan.

The WSA includes information on existing water supply entitlements, water rights, and water service contracts or agreements relevant to the water supply needs of the Specific Plan area. It also includes quantities of water received in prior years pursuant to those entitlement, rights, contracts, and agreements. The WSA evaluates water supplies that are, or will be, available during a normal, single-dry year, and multiple-dry year (20-year) period, to meet the estimated demands of the built-out Linda Vista Community Plan area, including land use changes proposed with the Specific Plan.

Water for the Specific Plan area and the broader Linda Vista Community Plan area would be provided by the Metropolitan Water District of Southern California (MWD) and the San Diego County Water Authority (SDCWA). Both agencies completed 2015 Urban Water Management Plans (UWMPs) that were submitted to the State of California on July 1, 2016, which serve as the current data source for available water supplies. MWD secures its water supplies from the State Water Project and Colorado River. SDCWA secures its water supplies by purchasing water from MWD or proprietary sources of the Colorado River, as well as from local supplies that are produced by the retail member agencies or is desalinated seawater purchased from Poseidon Water as part of the public-private partnership.

The WSA determined that sufficient water supplies would be available to meet existing and future demand within the Linda Vista Community Plan area, including proposed land use changes associated with the Specific Plan. Based on a normal water supply year, the estimated water supply projected in five-year increments for a 20-year projection would meet the City's projected water demand of 200,984 acre-feet in 2020; 242,038 acre-feet in 2025; 264,840 acre-feet in 2030; 273,747 acre-feet in 2035; and 273,408 acre-feet in 2040. Based on a single-dry year forecast, the estimated water supply would meet the projected water demand of 213,161 acre-feet in 2020; 256,883 acre-feet in 2025; 281,167 acre-feet in 2030; 290,654 acre-feet in 2035; and 290,292 acre-feet in 2040. Based on a multiple-dry year, third year supply, the estimated water supply would meet the projected demands of 208,665 acre-feet in 2020; 251,402 acre-feet in 2025; 275,139 acre-feet in 2030; 284,412 acre-feet in 2035; and 284,058 acre-feet in 2040.

The WSA determined that there is sufficient water planned to supply the estimated annual average usage associated with build-out of the Linda Vista Community Plan including land use changes proposed with the Specific Plan. The projected water demands were estimated to be 5,104,328 gallons per day (gpd) or 5,717.7 acre-feet per year. In the City's 2015 UWMP, the planned water demands within the Linda Vista Community Plan were identified as 5,104,512 gpd or 5,717.8 acre feet per year. Therefore, there would be no net unanticipated water demand.

In summary, the WSA determined that build-out of the Linda Vista Community Plan including land use changes proposed with the Specific Plan would be consistent with the water demand assumptions included in the regional water resource planning documents of the SDCWA and MWD. Current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the City's Public Utilities Department (PUD), the SDCWA, and the MWD to serve the projected demands, in addition to existing and planned future water demand of the PUD. Therefore, impacts related to water supply would be less than significant.

Issue 2 Utilities

Would the proposed project promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives?

a. Storm Drains

No storm drains, or other community-wide drainage facilities, are proposed for construction in conjunction with proposed project. However, plans and programs are in place citywide to maintain and upgrade the storm water system. As individual development projects are implemented in accordance with the Specific Plan, localized improvements to the storm water system would be required as part of the project design and review.

The proposed Specific Plan incorporates policies implementing Best Management Practices (BMPs) and Low Impact Development (LID) strategies to manage storm water and urban runoff, as well as those promoting proper maintenance of the existing storm water infrastructure, thus reducing potential strains on the City's storm water system and ensuring the long-term viability of existing facilities. Furthermore, per San Diego City Council Policy 800-04, private land owners/developers are responsible for providing and maintaining adequate storm water drainage facilities, which are subject to review and approval by the City. Upgrades to and maintenance of public storm water facilities or facilities granted and accepted via easement are administered by the City's Transportation and Storm Water Department (T&SW). While the details of storm water infrastructure improvements would depend on the actual design of a future project, strict adherence to existing storm water regulations, conformance with General Plan and proposed Specific Plan policies, and project-specific review under CEQA for discretionary projects would ensure that significant adverse effects to the City's storm water system, as well as significant impacts associated with the installation of new storm water infrastructure, would be less than significant.

b. Sewer

The Specific Plan does not propose any specific development but provides the framework for future growth. No new sewer collection or wastewater treatment facilities are proposed in conjunction with the proposed project. Any future development would be required to comply with the City's Municipal Code (SDMC) regulations regarding sewers and wastewater facilities (Chapter 6, Article 4) and would be required to follow the City's Sewer Design Guidelines.

As discussed in appendices F and G, the City's PUD conducts ongoing monitoring to identify required maintenance and upgrades to the sewer system. As a result of ongoing monitoring efforts the City has identified a number of planned sewer system upgrades shown in Figure 6.14-1. While these planned improvements are not part of the proposed project, they provide information regarding sewer capacity and needs that may be required if development proceeds ahead of planned sewer upgrades.

Further, in order to determine if the Specific Plan would increase discharge to sewer trunk lines, peak flow rates were calculated in accordance with the City's Sewer Design Guide 2015 based on the proposed change in land use and zoning within the Specific Plan area. Insignificant changes in flows were identified for most areas. Development of the community villages in the Tecolote Village District and Morena Station District was found to result in the greatest increase in wet and dry weather flows compared to existing conditions. The analysis shows that with build-out of the Specific Plan in these areas, the existing peak wet weather flow would increase by 0.30 cfs and 0.34 cfs, respectively. The effect of the 0.30 cfs increase from the Tecolote Village District and a small portion from Morena Station District would occur at the existing 72-inch-diameter reinforced concrete pipe, raising the existing normal depth from 50.41 inches to a maximum of 50.50 inches. This increase would be within the allowable design parameters of the 72-inch-diameter concrete pipe. The remaining flow increase from Morena Station would enter an existing 66-inch pipe. Given the minor increase in flow relative to the capacity of a 66-inch-diameter pipe, it is not anticipated that the increase would exceed the capacity of the pipe. The smaller 8- to 15-inch-diameter sewer mains consist of vitrified clay and PVC pipes.

In order to ensure that sufficient sewer capacity is available to serve future development, individual projects within the Specific Plan area may be required to perform a sewer study to ensure sufficient sewer capacity is available, and to identify necessary sewer infrastructure upgrades required for the individual project. Additionally, as future projects within the Specific Plan area are implemented, adherence to local and state regulations during construction would ensure physical impacts associated with construction of required infrastructure upgrades are reduced to less than significant. Given ongoing and planned improvements to the system and existing regulations and guidelines to ensure adequate capacity, impacts associated with the wastewater system would be less than significant.

Map Source: SanGIS



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FIGURE 6.14-1
Planned Sewer System Upgrades

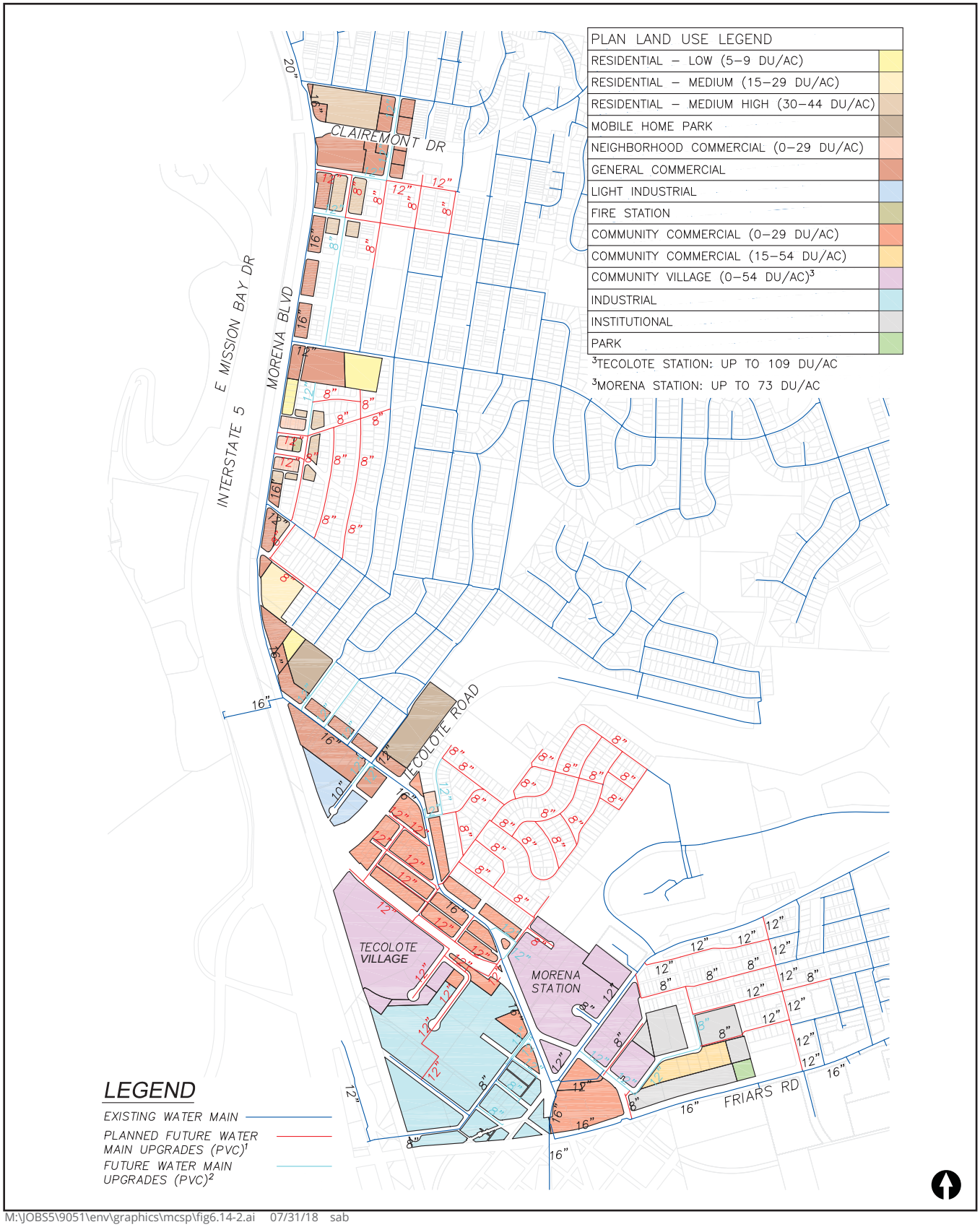
c. Water Distribution

The potable water distribution system is continually upgraded and repaired on an ongoing basis through the City's Capital Improvements Program. The City's Public Works Department has planned maintenance that will upgrade/replace some of the older and undersized waterlines within the Specific Plan area, which is scheduled to be completed from 2018 to 2023. These improvements are determined based on continued monitoring by the Public Works Department - Engineering Division to determine remaining levels of capacity. The City requires an 8-inch minimum diameter for public water mains, with a 12-inch minimum in commercial zones to meet fire flow requirements. However, the Specific Plan would introduce more commercial and mixed-use zones, which may warrant an increase in pipe sizing to 12-inch-diameter to accommodate increased water flow in certain areas. The areas that may require upsizing compared to the existing planned facilities are identified in Figure 6.14-2 as "Planned and Anticipated Water System Upgrades" (anticipated based on the proposed Specific Plan land uses). However, if projects under the Specific Plan are implemented prior to the planned upgrades of the water system, those projects may need to construct the water system upgrades ahead of their planned schedule and perform a separate environmental review during the time of facility design. All proposed public water facilities would be required to comply with the construction and design criteria outlined in the City's Water Design Guidelines, as well as any other applicable City, state and federal regulations. Individual projects within the Specific Plan area may also be required to perform a water study based on the City's Water Design Guidelines to ensure sufficient water pressure and fire flow and to identify any water infrastructure upgrades which may be needed. Adherence to these requirements would reduce impacts associated with future water facility upgrades to less than significant.

d. Communications Systems

Private utility companies currently provide communications systems within the Specific Plan area. Future siting of communications infrastructure would be in accordance with the Land Development Code (LDC), including Section 141.0420 regulating wireless communications facilities, as well as the City's Wireless Communications Facilities Guidelines, which seek to minimize visual impacts. Adhering to General Plan policies supporting the City's undergrounding program would also ensure that visual impacts of new facilities are minimized. Any construction of communications systems associated with future development would occur in accordance with the City's permitting processes and construction standards to avoid or minimize impacts on environmentally sensitive habitat areas and landforms through siting, grading or excavation, and erosion. Therefore, impacts associated with communications facilities from build-out of the Specific Plan would be less than significant.

Map Source: FUSCOE Engineering



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FIGURE 6.14-2

Planned and Anticipated Water System Upgrades

Issue 3 Solid Waste and Recycling

Would the proposed project result in impacts to solid waste management, including the need for construction of new solid waste infrastructure including organics management, materials recovery facilities, and/or landfills; or result in a land use plan that would not promote the achievement of a 75 percent waste diversion as targeted in AB 341 and the City's Climate Action Plan?

The California Department of Resources Recycling and Recovery (CalRecycle) provides estimates of solid waste generation rates for different types of land uses. These rates estimate the amount of solid waste created by residences or businesses over a certain amount of time (day, year, etc.). Waste generation rates include all materials discarded, whether or not they are later recycled or disposed of in a landfill, since under state law the total amount of waste "generated" is considered to be the sum of the waste "disposed of" plus the waste "diverted" from disposal. Waste generation rates can be used to estimate the impact of new development on the local solid waste infrastructure, although it should be noted that impacts to solid waste infrastructure are not necessarily the amount of waste but whether any increase would require the development of new facilities. Since the majority of waste is managed through waste diversion, solid waste facilities include those necessary to provide composting, recycling, and other collection, separation, and diversion services. Furthermore, it is specifically the amount of waste remaining for disposal that is considered for compliance with the City's Climate Action Plan (CAP) and has the greatest potential for impacts associated with greenhouse gas emissions.

Future projects that would occur under the Specific Plan would be required to comply with City regulations, including the City's Recycling Ordinance (updated July 2015). In addition, a Waste Management Plan (WMP) would be required for any project that exceeds the City's significance threshold, which is set at the generation of 60 or more tons of solid waste for projects of 40,000 square feet or more. The WMP shall include measures to provide sufficient interior and exterior storage space for refuse and recyclable materials, and measures to handle landscaping and green waste materials associated with the occupancy of the proposed development. In tandem with the WMP, all new development projects must comply with the City's Construction and Demolition Ordinance and Section 142.0801 et seq. of the LDC, which outlines the requirements for refuse and recyclable materials storage.

The General Plan addresses waste management in Policies PF-I.1 through PF-I.5, focusing on waste recycling and diversion of materials in PF-I.2. Implementation of the Specific Plan would result in a less than significant impact to existing recycling operations within the Specific Plan area and surrounding areas, and would not affect the City's overall ability to attain a 75 percent recycling target as required under AB 341. Additionally, the City has adopted a Zero Waste Plan, which aims to achieve 70 percent waste diversion by 2020, 90 percent waste diversion by 2035, and 100 percent diversion by 2040. Furthermore, mandatory compliance with the SDMC, the Construction and Demolition Ordinance, and the Recycling Ordinance for all new development projects would continue to reduce solid waste generation and increase recycling efforts, thereby resulting in a less than significant impact.

Cumulative Impacts

a. Water Supply

As no land use changes are proposed within the Clairemont Mesa portion of the Specific Plan area, there would be no increase in water demand within that portion of the Specific Plan area. A WSA that incorporates proposed land uses changes based on the Specific Plan was prepared for the Linda Vista Community Plan area. The WSA determined that sufficient water supplies would be available to meet existing and future demand within the Linda Vista Community Plan area including proposed land use changes associated with the Specific Plan. As future community plans are updated, such as the pending update to the Clairemont Mesa Community Plan, additional water demand may be identified to accommodate planned growth. Each individual planning effort that involves an increase in potential land use density/intensity would require an assessment of existing and future water demands to ensure adequate supply. Current and future water supplies, as well as the actions necessary to develop these supplies have been identified in the water resource planning documents of the PUD, the SDCWA, and the MWD to serve the projected demands of the proposed project and would be required to be identified as a part of other City planning efforts. As land use plans are updated, these would serve as the basis for future updates to applicable water resource planning documents. Therefore, cumulative impacts related to water supply would be less than significant.

b. Utilities

Implementation of the General Plan and Specific Plan policies and compliance with federal, state, and local regulations would preclude incremental impacts associated with new construction of, or improvements to, public utilities infrastructure. These requirements would apply to development within the Specific Plan area and development of cumulative projects within the surrounding communities to ensure that adverse impacts related to the provision of utilities does not occur. For example, a cumulative project that is currently in the preliminary planning stages includes a new sewer pump station that will be required infrastructure for the Pure Water program[1] that may be located in the area bounded by Friars Road, Morena Boulevard, and Interstate 5 (I-5), in the southwestern corner of the Specific Plan area. Mandatory compliance with City standards for the design, construction, and operation of storm water, water, wastewater, and communications infrastructure (including environmental review) would preclude significant cumulative environmental impacts. As a result, implementation of the proposed project Specific Plan and associated would result in a less than significant cumulative impact associated with storm water, sewer, water distribution, and communications systems infrastructure.

c. Solid Waste and Recycling

The Specific Plan combined with development in surrounding Community Plan areas, including Clairemont Mesa and Linda Vista, would generate solid waste through demolition/construction and

[1] The Pure Water San Diego Program is the City's phased, multiyear program for indirect potable reuse of treated wastewater that will provide one-third of San Diego's water supply locally by 2035.

ongoing operations would increase the amount of solid waste generated within the region. Future projects would be required to comply with City regulations regarding solid waste, including those intended to divert solid waste from the City landfills to preserve capacity and achieve the waste diversion goals of the City's CAP. Compliance with the SDMC and consistency with the General Plan, applicable Community and Specific Plan policies promoting waste diversion, and CAP policies supporting diversion would serve to preserve solid waste capacity. No policy changes have been identified that would prevent achievement of the 75 percent target for waste diversion and recycling. All future discretionary projects generating more than 60 tons of waste are required to develop and implement a WMP demonstrating 75 percent waste diversion prior to issuance of a building permit. Furthermore, implementation of higher density land uses provides efficiencies in solid waste management that can facilitate recycling and waste reduction. Therefore, cumulative solid waste impacts would be less than significant.

6.14.4 Significance of Impacts

6.14.4.1 Water Supply

The WSA determined that sufficient water supplies are available to serve the existing and projected demands of the proposed project and future water demands within the PUD's service area in normal and dry year forecasts during a 20-year projection. Therefore, water supply is anticipated to be adequate to serve the future demands of build-out of the Specific Plan, and water supply impacts would be less than significant.

6.14.4.2 Utilities

a. Storm Drains

All future development within the Specific Plan area would be required to adhere to applicable storm water regulations, including the evaluation of the capacity of storm drains to accommodate runoff. Additionally, discretionary projects would undergo an evaluation to determine conformance with General Plan and proposed Specific Plan policies, and project-specific review under CEQA. Additionally, as discussed above San Diego City Council Policy 800-04 requires private land owners/developers to provide and maintain adequate storm water drainage facilities. Site-specific drainage analysis would be required for both ministerial and discretionary projects, ensuring that significant adverse effects to the City's storm water system are avoided and/or necessary system upgrades are installed as part of the project. Adherence to Regional Water Quality Control Board and National Pollutant Discharge Elimination System requirements to manage storm water on-site, as well as adherence to local standards through the SDMC, the City's Storm Water Standards Manual, and the California BMP Handbook would reduce impacts associated with storm drain capacity to less than significant.

b. Sewer and Water Distribution

Upgrades to sewer and water lines are an ongoing process administered by the Public Works Department and are handled on project-by-project basis. Because future development within the

Specific Plan area would likely increase demand, there may be a need to increase sizing of existing pipelines and mains for both wastewater and water. As future development is proposed, the necessary infrastructure improvements to sewer and water infrastructure would be incorporated as part of standard practice for new development to maintain or improve the existing system to ensure adequate capacity. Additionally, future discretionary projects would be required to undergo project-specific review under CEQA, which would ensure that impacts associated with the installation of sewer and water infrastructure would be avoided. Therefore, impacts to sewer and water infrastructure would be less than significant.

c. Communications Systems

Given the number of private utility providers available to serve the Specific Plan area, there is capacity to serve the area. As future development is proposed, the necessary infrastructure improvements would be incorporated as part of standard practice and would occur within existing disturbed areas, such as roadways. Any construction of communications systems associated with future development would occur in accordance with the City's permitting processes and construction standards to avoid or minimize impacts on environmentally sensitive habitat areas and landforms through siting, grading or excavation, and erosion. Additionally, future discretionary projects would be required to undergo project-specific review under CEQA that would assure that impacts associated with the installation of communications infrastructure would be avoided. Impacts would be less than significant.

6.14.4.3 Solid Waste and Recycling

To ensure that waste generation and recycling efforts during construction and post-construction future land use occupancy and operation (i.e., residential, commercial, industrial, mixed-use, etc.) are addressed, a WMP shall be prepared for any project within the Specific Plan area exceeding the threshold of 40,000 square feet or more. Implementation of these WMPs would ensure that solid waste impacts associated with future development would be reduced to less than significant. Non-discretionary projects and discretionary projects that would fall below this threshold would be required to comply with the SDMC sections addressing construction and demolition debris, waste and recyclable materials storage, and recyclable materials (and in the future organic materials) collection. Therefore, at this program level of review, the proposed project would not require increased landfill capacity, and impacts associated with solid waste would be less than significant.

6.14.5 Mitigation Framework

All public utilities impacts would be less than significant. No mitigation is required.

7

Chapter 7.0
Effects Found Not to be Significant

California Environmental Quality Act (CEQA) Guidelines §15128 requires that an Environmental Impact Report (EIR) contain a brief statement disclosing the reasons why various possible significant effects of a proposed project were found not to be significant and therefore were not discussed in detail in the EIR. As described in the Notice of Preparation prepared for the proposed project, the environmental issues not expected to have a significant impact as a result of the proposed project are Agriculture and Forestry Resources, Biological Resources, Mineral Resources, and Population and Housing.

7.1 Agriculture and Forestry Resources

Based on the farmland maps prepared by the California Department of Conservation (2016), the Specific Plan area is not identified as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Specific Plan area is entirely urbanized and there are no existing agricultural lands or agricultural uses. Therefore, no impacts to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would occur.

The Specific Plan area is not zoned for agriculture use and there are no lands under a Williamson Act contract. Therefore, there would be no conflict with agricultural zoning or a Williamson Act contract.

The Specific Plan area is within an entirely urbanized area. There are no existing forest lands, timberlands, or timberlands zoned Timberland Production within the Clairemont Mesa Community Plan and Linda Vista Community Plan areas or in the immediate vicinity. Implementation of the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, there would be no impact related to forestry resources.

7.2 Biological Resources

The Specific Plan area is in a wholly urbanized area of San Diego, is not known to contain sensitive species, and does not contain any Multi-Habitat Planning Area (MHPA) preserve lands. The nearest MHPA preserve lands are located across Friars Road along the San Diego River, south of the Specific Plan area. While remnant urban wildlife could be impacted such as raccoons and possums, these are not considered sensitive species. Other species such as sensitive raptors or roosting water birds would be protected by the Migratory Bird Treaty Act as discussed in Section 6.1.3 of this PEIR. Consistency with the Multiple Species Conservation Program (MSCP) Subarea Plan is discussed in Section 6.1.3 of this PEIR and concludes that implementation of the Specific Plan would not result in any significant impacts related to conflicts with the MSCP Subarea Plan. As future development occurs, the City's existing regulatory framework including the Environmentally Sensitive Lands Regulations, MHPA Land Use Adjacency Guidelines, the City's Biology Guidelines, and the MSCP Subarea Plan Management Policies would be implemented at the project level to ensure any potential impacts are reduced to less than significant.

7.3 Mineral Resources

According to the California Department of Conservation (CDC), Division of Mines and Geology, the Specific Plan area is designated with two Mineral Land Classifications, as follows:

- MRZ-1: Areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence; and
- MRZ-3: Areas containing mineral deposits the significance of which cannot be evaluated from available data.

According to the California Geological Survey Open File Report 96-04, areas mapped as Mineral Resource Zone 1, 2, 3, and 4 (MRZ-1 through MRZ-4) have been mapped for the City of San Diego. MRZ-1 areas are locations in San Diego County that have been identified as having no significant mineral deposits. Areas mapped in MRZ-2 are considered to have extractable aggregate deposits. Areas mapped in MRZ-3 contain mineral deposits that may qualify as mineral resources. MRZ-4 areas are those where geologic information does not rule out either the presence or absence of mineral resources. Based on a review of referenced data, the Specific Plan area is in an urban area where the potential for loss of mineral deposits due to further development is considered low (CDC 2010). The potential for loss of mineral resources is low because there is a lack of known mineral resources in the area, and the feasibility of a mining operation within a highly developed urban environment is low due to land use conflicts and there is little undeveloped land available for mining. There are no existing mineral extraction operations within or surrounding the Specific Plan area. Therefore, no impact to mineral resources would occur.

7.4 Population and Housing

While population projections for the Specific Plan area indicate that population will increase over time, population growth would not result from implementation of the Specific Plan. No land use

changes are proposed within the Clairemont Mesa Community Plan portion of the Specific Plan area that would accommodate additional growth. While land use changes are proposed for the Linda Vista Community Plan portion of the Specific Plan area, the increase in development potential in this area would accommodate existing growth already projected to occur in the area and would occur as redevelopment and infill. The proposed project would not displace people or existing housing, as the Specific Plan would designate planned land uses and zoning that would accommodate future development and increase the potential for additional housing. Therefore, no impacts related to population and housing would occur.

8

Chapter 8.0
Growth Inducement

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15126.2(d), the following growth inducement analysis is required:

> Discuss ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community services facilities, requiring construction of new facilities that could cause significant environmental effects. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

According to the City's CEQA Significance Determination Thresholds, growth inducement "is usually associated with those projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly which may result in the construction of major new infrastructure facilities. Also, a change in land use policy or projects that provide economic stimulus, such as industrial or commercial uses, may induce growth. Accelerated growth may further strain existing community facilities or encourage activities that could significantly affect the surrounding environment." In addition, the Thresholds state that "the analysis must avoid speculation and focus on probable growth patterns or projects."

The General Plan PEIR (2008a) notes that "population in San Diego will grow whether or not the Draft General Plan is adopted…" and although a number of the General Plan policies are in place to "…encourage business, education, employment and workforce development…preserve and protect valuable employment land, especially prime industrial land, from conversion to other uses…and facilitate expansion and new growth of high quality employment opportunities in the City." The General Plan incorporates the previously adopted City of Villages strategy, which notes that a

"village" is a place where residential, commercial, employment, and civic uses are present and integrated, and are characterized by compact mixed-use area, that are pedestrian-friendly and linked to the regional transit system (City of San Diego 2008b). Based on Government Code Section 65300, the General Plan serves as a comprehensive, long-term plan for physical development of the City and, by definition, is intended to manage and address future growth in the City. Implementation of the City of Villages strategy relies on the future designation and development of village sites through comprehensive community plan updates.

The proposed project serves as a comprehensive long-term plan for the physical development of the Specific Plan area, and is intended to manage and address future growth within the Specific Plan area. The current population within the Specific Plan area is estimated to be 2,659 residents and 10,155 employees. Under the adopted Clairemont Mesa and Linda Vista community plans, build-out within the Specific Plan area is estimated to result in a population of approximately 3,930 residents and 10,922 employees. With the proposed project, the population would increase within the Linda Vista Community Plan area to an estimated 14,000 residents and 4,181 employees at full build-out.

The proposed project incorporates the City of Villages strategy by creating individual districts with distinct characteristics throughout the Specific Plan area and through the placement of higher density residential development and employment uses in areas near transit and along commercial corridors. Through a number of related policies in the Land Use, Mobility, Urban Design, and Recreation Chapters of the Specific Plan, the proposed project would create a mixed-use urban environment that supports transit and pedestrian activity. Thus, the proposed project advances the City of Villages strategy and implements the policy goals of the City's Climate Action Plan.

There are utilities such as water, sewer, storm drainage, and power to serve the existing development within the Specific Plan area. Implementation of the proposed project could require an expansion or new construction of utility services to accommodate the new development. Similarly, public services, such as police and fire–rescue services, would also need to be expanded to maintain acceptable service ratios and response times. Roadway changes and multi-modal improvements are also proposed within the Specific Plan. As future development occurs, these projects would be evaluated to determine if they would substantially affect police and fire–rescue response times as defined in the General Plan and any service-specific master plans. Services will need to expand to keep ratios of personnel to population consistent with General Plan goals; however this expansion will occur incrementally, allowing the City to adjust over time to the increased demand. Proposed roadway changes are intended to accommodate planned traffic and provide an improved multi-modal system, and are not anticipated to induce growth. Overall, these infrastructure changes would not remove obstacles to growth or induce growth beyond planned.

Based on the forecasted population for the adopted community plans stated above, the population in the Specific Plan area will grow whether or not the proposed project is adopted. The proposed project would encourage more housing in the Linda Vista Community Plan area that is suitable for growth because it is located near the future Tecolote Road Trolley Station and the existing Morena/Linda Vista Trolley Station, and would support development of a more activated mixed-use community near transit and within an existing developed area with access to services. The proposed project also promotes residential, commercial, and office infill development and encourages the use of local and state programs for business retention and expansion. Additional policies are intended

to facilitate the economic well-being of locally owned and operated businesses and create ample job opportunities for residents in the Specific Plan area. These policies serve to facilitate expansion and new growth of high-quality employment opportunities with access to transit. Therefore, the proposed project would provide comprehensive planning for the management of population growth and necessary economic expansion to support development efforts, and allow an appropriate balance of managed population, housing, and economic growth to accommodate community development while maintaining related community and environmental standards.

9

Chapter 9.0
Significant Unavoidable Impacts/Significant Irreversible Environmental Changes

9.1 Significant and Unavoidable Impacts

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15126.2(b), any significant unavoidable impacts of a project, including those impacts that can be mitigated, but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the Program Environmental Impact Report (PEIR). For the proposed Morena Corridor Specific Plan and associated discretionary actions (collectively referred to as the "Specific Plan;" or the "proposed project"), impacts to Transportation and Circulation, Noise, Air Quality, Historic and Tribal Cultural Resources, Paleontological Resources, and Visual Effects and Neighborhood Character would remain significant and unavoidable. All other significant impacts identified in Sections 6.1 through 6.14 of this PEIR can be reduced to below a level of significance with implementation of the identified mitigation framework and through compliance with the adopted General Plan and Clairemont Mesa and Linda Vista Community Plan policies.

Impacts, mitigation measures, and levels of significance before and after mitigation are summarized at the end of the Executive Summary in Table S-1. Mitigation measures would reduce the level of impact, but the following issue areas would remain significant and unavoidable after all feasible mitigation measures are applied:

Transportation and Circulation

Impact 6.2-1: Clairemont Drive, from Interstate 5 (I-5) Northbound (NB) Ramps to Denver Street (Level of Service [LOS] E, ΔVC 0.17)

Impact 6.2-2: Denver Street, from Clairemont Drive to Ingulf Street (LOS F, ΔVC 0.17)

Impact 6.2-3: Morena Boulevard, south of Linda Vista Road (LOS F, ΔVC 0.27)

Impact 6.2-5: Intersection #4: Denver Street & Clairemont Drive (LOS F: AM and PM Peak Hour)

Impact 6.2-8: I-5 NB and Southbound (SB), between Grand Ave/Garnet Ave and Old Town Ave

Impact 6.2-9: I-8 Eastbound (EB), between Morena Boulevard and Hotel Circle

Impact 6.2-10: I-5 NB On-ramp/Clairemont Drive (AM)

Impact 6.2-11: I-5 SB On-ramp/Sea World Drive/Tecolote Road (AM and PM)

Noise

Impact 6.3-1: A significant impact related to exterior noise levels would occur for ministerial projects exposed to vehicular traffic noise levels in excess of the compatibility levels established in the General Plan Noise Element, based on future (2035) noise contours as shown on Figure 6.3-3 of this PEIR.

Impact 6.3-2: A significant impact due to construction noise would occur if sensitive land uses are located within 110 feet of future construction activities.

Impact 6.3-3: If pile driving were to occur within 95 feet of existing structures, a potentially significant impact associated with vibration would result.

Air Quality

Impact 6.4-1: The Specific Plan would conflict with implementation of the Regional Air Quality Strategy (RAQS), resulting in a potentially significant impact on air quality.

Impact 6.4-2: Build-out of the Specific Plan would result in operational emissions in excess of the assumptions used in the RAQS and would exceed regional air quality standards, resulting in a potentially significant impact on air quality.

Historic and Tribal Cultural Resources

Impact 6.5-1: Implementation of the Specific Plan could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted Community Plan and current zoning or where mobility improvements/road extensions could require demolition of structures.

Impact 6.6-2: Implementation of the Specific Plan could adversely impact a prehistoric archaeological resource including religious or sacred use sites and human remains during construction.

Impact 6.6-3: Implementation of the Specific Plan could adversely impact a tribal cultural resource during construction.

Paleontological Resources

Impact 6.6-2: Grading activities associated with future ministerial projects that require grading in excess of 1,000 cubic yards, extending to a depth of 10 feet or greater, into high sensitivity formations or grading in excess of 2,000 cubic yards, extending to a depth of 10 feet or greater, into moderate sensitivity formations could result in significant impacts to paleontological resources.

Visual Effects and Neighborhood Character

Impact 6.7-1: A significant impact related to scenic vistas or views would occur as a result of future development over 30 feet in height within the Linda Vista portion of the Specific Plan area.

Impact 6.7-2: A significant impact related to neighborhood character would occur as a result of future development within the Linda Vista portion of the Specific Plan area due to increased heights and development intensity that could conflict with the existing neighborhood character.

9.2 Significant Irreversible Environmental Impacts

Section 15126.2(c) of the CEQA Guidelines requires an evaluation of significant irreversible environmental changes which would occur should the proposed project be implemented. Irreversible changes typically fall into one of three categories:

- Primary impacts such as the use of nonrenewable resources (i.e., biological habitat, agricultural land, mineral deposits, water bodies, energy resources and cultural resources);
- Primary and secondary impacts such as highway improvements which provide access to previously inaccessible areas; and
- Environmental accidents potentially associated with buildout of the proposed project.

Section 15126.2(c) of the CEQA Guidelines states that irretrievable commitments of resources should be evaluated to assure that current consumption of such resources is justified.

Implementation of the Specific Plan would not result in significant irreversible impacts to agricultural land, biological resources, energy, mineral deposits, or water bodies. For a discussion of energy consumption, refer to Section 6.9, Energy.

Regarding agricultural resources, the Specific Plan area is built out with urban uses and does not contain mapped important farmland, agricultural uses, or forest land. With respect to biological resources, the Specific Plan area is largely developed and does not contain native habitat. Remaining vegetation is primarily landscaped ornamental vegetation located on developed properties and in parkways that is not suitable habitat for sensitive species. Vegetation onsite could be used for nesting by migratory birds protected under the federal Migratory Bird Treaty Act and state law. Any

direct and indirect impacts can be offset through regulatory compliance with the Multiple Species Conservation Program and the Environmentally Sensitive Lands Regulations of the Land Development Code. Thus, no significant irreversible changes to biological resources would occur. As for mineral resources, no identified mineral resources are present onsite, and no significant irreversible changes would occur.

Buildout of the Specific Plan would have significant and unavoidable impacts on historical, archaeological, and tribal cultural resources, as detailed in Section 6.5, Historical and Tribal Cultural Resources. At a program level of analysis, it is assumed that at least some of those impacts would be irreversible.

With respect to environmental accidents potentially associated with buildout of the proposed Specific Plan, and as further discussed in Section 6.10 of this PEIR, potential impacts related to hazardous materials and associated health hazards from implementation of the Specific Plan would be avoided or reduced to below a level of significance through mandatory conformance with applicable regulatory/industry standards and codes. There is a low risk for wildfires within the Specific Plan area, as it consists of a highly urbanized environment. Development pursuant to the proposed Specific Plan, however, would be subject to applicable state and City regulatory requirements related to fire hazards and prevention.



Chapter 10.0
Alternatives

The California Environmental Quality Act (CEQA) Guidelines Section 15126.6 requires that an Environmental Impact Report (EIR) compare the effects of a "reasonable range of alternatives" to the effects of a project. The CEQA Guidelines further specify that the alternatives selected should feasibly attain most of the basic project objectives and avoid or substantially lessen one or more significant effects of the project. The "range of alternatives" is governed by the "rule of reason," which requires the EIR to set forth only those feasible alternatives necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (CEQA Guidelines Section 15126.6[f]). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, while also taking into account economic, environmental, social, technological, and legal factors.

As discussed in Chapter 6.0, implementation of the Morena Corridor Specific Plan and the associated discretionary actions (collectively referred to as the "Specific Plan"; or the proposed project) would result in significant and/or cumulative environmental impacts related to transportation and circulation, noise, air quality, historical and tribal cultural resources, paleontological resources, and visual effects and neighborhood character. In developing the alternatives to be addressed in this chapter, consideration was given regarding their ability to meet the basic objectives of the Specific Plan and the potential to eliminate or substantially reduce significant environmental impacts (as identified in Chapter 6.0 of this Program EIR [PEIR]).

The following objectives for the Specific Plan support the underlying purpose of the project, assist the City of San Diego (City) as lead agency in developing a reasonable range of alternatives to evaluate in this PEIR, and will ultimately aid the lead agency in preparing findings and overriding considerations, if necessary. The primary goals, recommendations, and objectives of the Specific Plan are to:

- Create a focused long-range plan for the Linda Vista Community Plan area intended to promote high residential density and employment opportunities consistent with the City of

Villages strategy and the Climate Action Plan (CAP), while deferring such land use planning efforts within the Clairemont Mesa Community Plan area to the City's Community Plan Comprehensive Update for that community.

- Within the Linda Vista community planning area:
    - Establish land uses that facilitate transit-oriented mixed-use development in transit priority areas (TPAs).
    - Leverage regional transit investment and provide critically needed housing by designating high-density residential and mixed-use development within close proximity to the transit stations.
    - Allow for employment-related land uses near transit and residential use consistent with the General Plan and CAP.
    - Create community villages that enhance pedestrian connectivity within and between neighborhoods.
    - Identify areas within villages for accessible public gathering spaces such as public plazas and outdoor seating.
    - Establish a grid circulation network to increase multi-modal connectivity and safety, improve circulation efficiency, and create more standardized block sizes for multi-modal travel and development feasibility.
- Enhance multi-modal connectivity between neighborhoods; Mission Bay Park; and the Clairemont Drive, Tecolote Road, and Morena/Linda Vista transit stations.
- Create a complete mobility system that promotes access and increases safety for pedestrians, bicycles, and transit.
- Identify areas for accessible public gathering spaces and passive recreation opportunities.

The alternatives addressed in this PEIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative would feasibly accomplish most or all of the basic objectives of the Specific Plan;
- The extent to which the alternative would avoid or substantially lessen any of the identified significant environmental effects of the Specific Plan.
- The feasibility of the alternative, taking into account site suitability, economic viability, availability of infrastructure, general plan consistency, and consistency with other applicable plans and regulatory limitations;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives necessary to permit a reasoned choice; and
- The requirement of the CEQA Guidelines to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (Section 15126.6[e]).

Based on the criteria described above, this PEIR considers the following project alternatives:

- No Project/Adopted Plan Alternative;
- Mid-Density Land Use Plan Alternative;
- Low-Density Land Use Plan Alternative.

Table 10-1 provides a summary of the build-out assumptions for each alternative.

Table 10-1
Build-out Assumptions by Alternative

	Existing	Proposed Project (with TODEP)	No Project/ Adopted Plan Alternative	Mid-Density Land Use Plan Alternative	Low-Density Land Use Plan Alternative
Dwelling Units	996	7,016[2]	1,386	4,734	3,780
Population[1]	2,659	16,266	3,930	11,153	10,857
Non-Residential Square Feet	3,141,600	2,684,300	3,385,900	3,125,900	3,125,900

[1]Same occupancy as proposed project
[2]Total build-out numbers incorporate the existing 996 residential units that currently occur within the Specific Plan area.
TODEP = Transit Oriented Development Enhancement Program

A side-by-side comparison of the potential impacts of the alternatives to the impacts identified for the proposed project is provided in Table 10-2.

Table 10-2
Alternatives Comparison to the Proposed Project

Environmental Issue Area	Proposed Project	No Project/ Adopted Plan Alternative	Mid-Density Land Use Plan Alternative	Low-Density Land Use Plan Alternative
Land Use	LS	LS (<)	LS (=)	LS (=)
Transportation and Circulation	SU	SU (<)	SU (<)	SU (<)
Noise	SU	SU (=)	SU (=)	SU (=)
Air Quality	SU	LS (<)	SU (<)	SU (<)
Historical and Tribal Cultural Resources	SU	SU (<)	SU (=)	SU (=)
Paleontological Resources	SU	SU (<)	SU (=)	SU (=)
Visual Effects and Neighborhood Character	SU	LS (<)	SU (=)	SU (<)
Greenhouse Gas Emissions	LS	SU (>)	LS (=)	LS (>)
Energy	LS	LS (=)	LS (=)	LS (=)
Health and Safety	LS	LS (=)	LS (=)	LS (=)
Hydrology and Water Quality	LS	LS (=)	LS (=)	LS (=)
Geologic Conditions	LS	LS (=)	LS (=)	LS (=)
Public Services and Facilities	LS	LS (=)	LS (=)	LS (=)
Public Utilities	LS	LS (=)	LS (=)	LS (=)

Notes: SU = Significant and Unavoidable; LS = Less than Significant;
(=) Impacts the same/similar to the proposed project; (<) Impacts less than the proposed project; (>) Impacts greater than the proposed project.

General descriptions of the characteristics of each of these alternatives, along with a discussion of their ability to reduce significant environmental impacts associated with the Specific Plan are provided in the following subsections. Only issue areas where the proposed project analysis identified significant and unavoidable impacts or issues where the alternatives would alter the significance of the impact as identified for the proposed project are further analyzed below. Although the PEIR analysis found the proposed project would result in significant and unavoidable impacts related to the issue of paleontological resources, all of the project alternatives would have the potential to result in significant and unavoidable impacts for this issue area; thus, it is not discussed further in the alternatives analysis.

10.1 No Project /Adopted Plan Alternative

10.1.1 Description

Under this CEQA mandated alternative, the Specific Plan would not be adopted. The existing land use designations in the Clairemont Mesa Community Plan and the Linda Vista Community Plan would remain in effect, building heights would continue to be limited to 30 feet (45 feet with a permit), and no Transit Oriented Development Enhancement Program (TODEP) provisions that would allow application of greater height and density within the Community Commercial designations in the Tecolote Village and Morena Station districts would be adopted. This alternative would not include any of the mobility improvements included within the Specific Plan, such as roadway extensions, intersection improvements, or pedestrian and bicycle facilities. Because the Specific Plan area is subject to the adopted Clairemont Mesa Community Plan and Linda Vista Community Plan, development may still occur under the No Project Alternative, as shown in Table 10-1. While the existing community plans would allow for redevelopment of individual parcels, redevelopment at the scale assumed by the proposed project is not assumed under this alternative.

10.1.2 Analysis of No Project Alternative

a. Transportation and Circulation

The Transportation Impact Analysis (see Appendix B) included an evaluation of potential impacts of the No Project Alternative compared to existing conditions. The transportation analysis assumed trip generation based on the build-out assumptions detailed in Table 10-1. The results of this analysis are detailed below.

As shown on Table 10-3, all study area roadways are projected to operate at a level of service (LOS) D or better under adopted community plan conditions with the exception of the following segments, which also operate at substandard levels in the existing condition:

Table 10-3
Roadway Segments – No Project/Adopted Plan Alternative

Roadway	Segment	Functional Classification	Existing Condition				No Project/Adopted Plan				Δ V/C	SI?
			Max Cap. LOS E	ADT	V/C	LOS	Max Cap. LOS E	ADT	V/C	LOS		
Gesner Street	Morena Blvd to Denver St	2-Lane Collector	8,000	3,556	0.44	C	8,000	4,400	0.55	C	0.11	N
Clairemont Drive	I-5 NB Ramps to Denver St	4-Lane Major Arterial	40,000	28,929	0.72	C	40,000	33,400	0.84	D	0.12	N
Ingulf Street	Morena Blvd to Denver St	2-Lane Collector	8,000	5,185	0.65	D	8,000	5,400	0.68	D	0.03	N
Denver Street	Clairemont Dr to Ingulf St	2-Lane Collector	8,000	10,064	1.26	**F**	8,000	10,900	1.36	**F**	0.10	**Y**
	North of Gesner St	4-Lane Major Arterial	40,000	13,508	0.34	A	40,000	14,300	0.36	A	0.02	N
	Gesner St to Ingulf St	4-Lane Major Arterial	40,000	11,397	0.28	A	40,000	12,600	0.32	A	0.04	N
	Ingulf St to Milton St	4-Lane Major Arterial	40,000	14,805	0.37	A	40,000	19,200	0.48	B	0.11	N
	Milton St to Ashton St	4-Lane Major Arterial	40,000	16,362	0.41	B	40,000	16,900	0.42	B	0.01	N
	Ashton St to West Morena Blvd	4-Lane Major Arterial	40,000	15,598	0.39	B	40,000	17,800	0.45	B	0.06	N
Morena Boulevard	West Morena Blvd to Knoxville St	2-Lane Collector	8,000	9,171	1.15	**F**	8,000	9,100	1.14	**F**	(0.01)	N
	Knoxville St to Tecolote Rd	4-Lane Collector	15,000	17,469	1.16	**F**	15,000	16,300	1.09	**F**	(0.07)	N
	Tecolote Rd to Buenos Ave	2-Lane Collector (TL)	15,000	16,020	1.07	**F**	15,000	21,700	1.45	**F**	0.38	**Y**
	Buenos Ave to West Morena Blvd	2-Lane Collector (TL)	15,000	16,603	1.11	**F**	15,000	16,800	1.12	**F**	0.01	N
	Morena Blvd to Vega St	4-Lane Major Arterial	40,000	11,129	0.28	A	40,000	10,000	0.25	A	(0.03)	N
	Vega St to Buenos Ave	5-Lane Major Arterial	45,000	11,014	0.24	A	45,000	13,500	0.30	A	0.06	N
West Morena Boulevard	Buenos Ave to Morena Blvd	5-Lane Major Arterial	45,000	13,312	0.3	A	45,000	15,200	0.34	A	0.04	N

Table 10-3
Roadway Segments – No Project/Adopted Plan Alternative

Roadway	Segment	Functional Classification	Existing Condition				No Project/Adopted Plan				Δ V/C	SI?
			Max Cap. LOS E	ADT	V/C	LOS	Max Cap. LOS E	ADT	V/C	LOS		
Morena Boulevard	West Morena Blvd to Napa St	4-Lane Major Arterial	40,000	29,808	0.75	C	40,000	33,200	0.83	D	0.08	N
	Napa St to Linda Vista Rd	4-Lane Major Arterial	40,000	23,023	0.58	C	40,000	19,900	0.50	B	(0.08)	N
	South of Linda Vista Rd	4-Lane Major Arterial	40,000	40,067	1	**F**	40,000	45,300	1.13	**F**	0.13	**Y**
Napa Street	Morena Blvd to Linda Vista Rd	4-Lane Major Arterial	15,000	24,812	1.65	**F**	40,000	20,800	0.52	B	(1.13)	N
	Linda Vista Rd to Riley St	4-Lane Major Arterial	40,000	17,681	0.44	B	40,000	23,900	0.60	C	0.16	N
	Riley St to Friars Rd	4-Lane Major Arterial	40,000	13,920	0.35	A	40,000	18,000	0.45	B	0.10	N
Milton Street	East of Morena Blvd	2-Lane Collector	8,000	3,821	0.48	C	8,000	4,000	0.50	C	0.02	N
Knoxville Street	Morena Blvd to Savannah St	2-Lane Collector	8,000	1,149	0.14	A	8,000	2,000	0.25	A	0.11	N
Sea World Dr / Tecolote Rd	Morena Blvd to I-5 NB Ramps	4-Lane Major Arterial	40,000	24,513	0.61	C	40,000	29,600	0.74	C	0.13	N
Linda Vista Road	Morena Blvd to Napa St	4-Lane Major Arterial	40,000	22,603	0.57	C	40,000	32,900	0.82	D	0.25	N
	Napa St to Marian Way	4-Lane Major Arterial	30,000	26,868	0.9	**E**	40,000	37,200	0.93	**E**	0.03	**Y**
	Napa St to Colusa St	4-Lane Major Arterial	40,000	19,550	0.49	B	40,000	19,800	0.50	B	0.01	N
Friars Road	West of Napa St	4-Lane Major Arterial	40,000	9,355	0.23	A	40,000	21,800	0.55	C	0.32	N

SOURCE: Appendix B
NOTES:
Bold letter indicates substandard LOS E or F.
ADT = average daily traffic
I-5 = Interstate 5
LOS = level of service
NB = northbound
SI = significant impact
V/C = volume to capacity

- Denver Street, from Clairemont Drive to Ingulf Street (LOS F)
- Morena Boulevard, from W. Morena Boulevard to Knoxville Street (LOS F)
- Morena Boulevard, from Knoxville Street to Tecolote Road (LOS F)
- Morena Boulevard, from Tecolote Road to Buenos Avenue (LOS F)
- Morena Boulevard, from Buenos Avenue to W. Morena Boulevard (LOS E)
- Morena Boulevard, south of Linda Vista Road (LOS F)
- Linda Vista Road, from Napa Street to Marian Way (LOS E)

Based on the significance criteria documented in Section 6.2.2, the following roadway segments would have a significant impact under build-out of the adopted community plans:

- Denver Street, from Clairemont Drive to Ingulf Street (LOS F, ΔVC 0.10)
- Morena Boulevard, from Tecolote Road to Buenos Avenue (LOS F, ΔVC 0.38)
- Morena Boulevard, south of Linda Vista Road (LOS F, ΔVC 0.13)
- Linda Vista Road, from Napa Street to Marian Way (LOS E, ΔVC 0.03)

The No Project Alternative would result in significant roadway impacts at the four segments listed above. When compared to the proposed project, the No Project Alternative would result in fewer significant impacts to roadway segments; therefore, impacts would be reduced compared to the proposed project. However, similar to the proposed project, implementation of mitigation measures to address these impacts may conflict with community objectives, and/or their implementation is not ensured prior to occurrence of an impact. Thus, transportation impacts under this alternative would be significant and unavoidable, but would be reduced compared to the proposed project.

b. Noise

The No Project Alternative would retain the adopted Linda Vista Community Plan and Clairemont Mesa Community Plan. Noise impacts under this alternative would be similar to the anticipated impacts of the Specific Plan because, like the Specific Plan, the adopted community plans would permit development that would be subject to ambient noise increases and traffic noise as the planning areas are built out. As detailed in the project analysis in Section 6.3, the major source of traffic noise within the project area is noise from Interstate 5 (I-5), which would be similar under either alternative. Similar to the proposed project, increases in ambient noise associated with build-out under the No Project Alternative would not result in a perceptible increase in noise over ambient conditions. Per the City's significance thresholds, if the proposed project is currently at or exceeds the significance thresholds for traffic noise, then an increase of more than 3 decibels (dB) is considered significant. If an area is currently exposed to noise levels that do not exceed the land use compatibility guidelines and noise levels were to result in greater than a 5 dB(A) increase, then the impact would be considered significant. The proposed project analysis did not identify a significant impact related to increases in ambient noise; thus, the No Project Alternative, which would result in reduced traffic generation compared to the proposed project, would also not result in significant increases in ambient noise levels.

A significant impact related to exterior noise levels for ministerial projects exposed to vehicular traffic noise in in excess of the compatibility levels established in the General Plan Noise Element was identified for the proposed project. Ministerial development could continue to occur under the

No Project/Adopted Plan Alternative, which would result in similar impacts due to the existing ambient noise levels (associated with freeway noise) in excess of General Plan Noise Element Compatibility Guidelines. Thus, potential impacts associated with exposure of ministerial development to traffic noise would be significant and unavoidable, the same as the proposed project.

Future development implemented under both the No Project Alternative and Specific Plan would be required to comply with applicable City and state noise regulations including Title 24 Building Code requirements and the City Noise Ordinance. The noise impacts of the No Project Alternative relative to temporary construction noise would be similar to the proposed project, as construction activities related to implementation of the Specific Plan would potentially generate short-term noise levels in excess of 75 dB(A) L_{eq} at adjacent properties. While the City regulates noise associated with construction equipment and activities through its Noise Abatement and Control Ordinance, due to the highly developed nature of the area with sensitive receivers potentially located in proximity to construction sites, there is the potential for construction to occur under the No Project Alternative that would expose existing sensitive receptors to significant noise levels, the same as the proposed project. While development occurring under the No Project Alternative would not be required to implement mitigation measure 6.3-1, the impact would be the same as the proposed project, significant and unavoidable, since the proposed project analysis found that temporary construction noise impacts would be significant and unavoidable even with implementation of mitigation measure 6.3-1. Thus, impacts associated with temporary construction noise would be the same under the No Project Alternative as under the proposed project.

In addition, similar to the proposed project, groundborne vibration impacts associated with trolley and train operations would be less than significant, as existing and future land uses in the area would be at least 150 feet from the railroad tracks. The noise impacts of the No Project Alternative relative to vibration impacts associated with commercial and industrial operations would be similar to the proposed project, as uses that may be constructed under the No Project Alternative would include retail and wholesale uses, restaurants, small offices, automotive repairs, and other light industrial uses that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Thus, vibration impacts from commercial and industrial operations would be less than significant, the same as the proposed project. In regards to construction vibration, pile driving within 95 feet of existing structures has the potential to result in a significant and unavoidable impact related to vibration during construction, the same as the proposed project.

Thus, both the proposed project and the No Project/Adopted Plan Alternative would result in significant and unavoidable impacts related to traffic noise exposure, temporary construction noise, and construction vibration impacts.

c. Air Quality

The No Project Alternative would retain the land uses as detailed in the adopted Linda Vista Community Plan and Clairemont Mesa Community Plan. Air Quality impacts under this alternative would be less than those anticipated under the Specific Plan, because the No Project Alternative would not conflict with the adopted Regional Air Quality Strategy (RAQS) as development intensity

under the No Project Alternative would be consistent with projections used by San Diego Association of Governments (SANDAG) in developing the RAQS. Therefore, impacts associated with consistency with air quality plans would be less than significant and less than the project.

In addition, operational emission impacts under the No Project Alternative would be less than those anticipated under the Specific Plan, because build-out under the adopted plans would result in lower density and less intensity of uses than compared to the development allowed under the Specific Plan. Development under the adopted plans would be consistent with those emission estimates used to develop the RAQS. Like the project, impacts under the No Project Alternative associated with construction emissions and sensitive receptors would be less than significant; however, each would be less under the No Project Alternative due to the degree of development that would occur compared to that allowed under the Specific Plan.

d. Historical and Tribal Cultural Resources

The No Project Alternative would retain the adopted Linda Vista Community Plan and Clairemont Community Plan land use map and policies, and therefore would not permit increased building heights and would not incorporate proposed mobility improvements and new roadway segments, which would require acquisition of right-of-way and potential demolition of existing buildings. However, as with the Specific Plan, future development under the No Project Alternative has the potential to result in significant direct and/or indirect impacts to historical resources. The extent of impacts to historical resources resulting from implementation of the No Project Alternative would be similar to those identified for the Specific Plan, as the extent and areas of disturbance by development would be generally the same and only the type and/or intensity of allowed development would change under the Specific Plan. As with the Specific Plan, implementation of the No Project Alternative would result in potentially significant impacts related to historical resources at the program level that would be significant and unavoidable.

Regarding prehistoric resources and tribal cultural resources, future development under the No Project Alternative, as with the Specific Plan, has the potential to result in significant direct and/or indirect impacts to prehistoric resources and tribal cultural resources. The extent of impacts to prehistoric resources and tribal cultural resources resulting from implementation of the No Project Alternative would be similar to those identified for the Specific Plan, as the extent and areas of disturbance by development would be generally the same and only the type and/or intensity of allowed development would change under the Specific Plan. As with the Specific Plan, implementation of the No Project Alternative would result in potentially significant impacts related to prehistoric resources and tribal cultural resources at the program level that would be significant and unavoidable.

e. Visual Effects and Neighborhood Character

The No Project Alternative would retain the build-out conditions as described in the adopted Linda Vista Community Plan and Clairemont Mesa Community Plan, including the adopted community plan land use maps and governing policies. Under the adopted plans, increased building heights would not be allowed nor would development intensity increase to the same degree as the proposed project. The environmental analysis for the Specific Plan identified a significant impact

related to scenic vistas or views as a result of future development over 30 feet in height within the Linda Vista portion of the Specific Plan area. A significant impact was also identified under the proposed project related to neighborhood character due to the potential for development with increased height and intensity within the Linda Vista portion of the Specific Plan area. The No Project/Adopted Plan alternative would avoid these impacts, as height regulations and development intensities would remain the same throughout the Specific Plan area.

Regarding impacts to distinctive or landmark trees, landform alteration, and light and glare, impacts would be the same under the No Project Alternative as under the Specific Plan. There are no identified distinctive or landmark trees within the Specific Plan area that would qualify for protection under City Council Policy 900-19, and no impact would occur. The No Project Alternative, like the Specific Plan, would not require substantial landform alteration, and impacts would be less than significant. Light and glare impacts would be the same under the No Project Alternative as under the Specific Plan, as any future development within the area would be required to comply with the existing regulations related to light and glare, and impacts would be less than significant.

f. Greenhouse Gas Emissions

The No Project/Adopted Plan Alternative would result in fewer emissions of greenhouse gases (GHGs) than the proposed project due to the reduced development potential and associated reduction in vehicle and other emissions (refer to Table 6.8-2 for emission comparison). However, this alternative would also not include the proposed mobility improvements that would support increased bicycle, pedestrian, and transit infrastructure and amenities within the Specific Plan area, which would conflict with CAP goals. Additionally, land use changes that would increase density near transit centers would not occur under the No Project/Adopted Plan Alternative. The absence of the proposed land use and mobility network changes would not implement the City's vision to increase density near transit to support alternative modes of transportation that can ultimately reduce GHG emissions, which would represent a significant impact related to conflicts with applicable plans and policies.

As shown in Table 10-1, the No Project/Adopted Plan Alternative would result in an estimated 1,386 new dwelling units at build-out, which is fewer than the 7,016 estimated with build-out of the proposed project. Although this alternative would result in fewer vehicle trips than the proposed project, which would translate into reduced GHG emissions, the No Project Alternative would not add density in TPAs which is anticipated to result in an overall reduction in GHG emissions when considering planned population growth in the City. Locating the most intense development in proximity to transit centers enables a greater proportion of the population to benefit from alternative transportation options and ultimately reduce overall vehicle miles traveled and GHG emissions. Thus, the No Project/Adopted Plan Alternative would result in greater impacts than the proposed project due to its inconsistency with the City's CAP.

10.1.3 Conclusion

While the No Project Alternative would result in future development consistent with the Clairemont Mesa Community Plan and Linda Vista Community Plan, the amount of potential development would be significantly less than under the Specific Plan. The lesser amount of development would

result in a reduction in potential future residents and jobs, which would lead to a reduction in vehicle trips in comparison to those anticipated under the Specific Plan. This reduction in vehicle trips would mean fewer impacted segments within the Specific Plan area; however, significant and unavoidable impacts to roadway segments would still occur under this alternative. Noise impacts of this alternative would be the same as the proposed project including significant impacts for ministerial projects exposed to exterior noise levels in excess of City standards and potentially significant impacts related to construction noise and the generation of vibration during construction. This alternative would not achieve the strategies of the CAP and would therefore result in a significant impact related to conflicts with plans and policies that aim to reduce GHG emissions, an impact that would be avoided under the Specific Plan. Impacts to historical and tribal cultural resources would be the same as under the Specific Plan, since any development that includes ground disturbance could result in significant impacts to these resources. Significant impacts associated within air quality and visual effects and neighborhood character would be avoided, as the No Project Alternative would not implement development beyond what was anticipated by SANDAG in developing the RAQS, and would not implement greater building height allowances and development intensity, resulting in less than significant impacts under both issue areas.

10.2 Mid-Density Land Use Plan Alternative

10.2.1 Description

The Mid-Density Land Use Plan Alternative would revise the proposed project to reduce the maximum density allowed with a Planned Development Permit in the Tecolote Village District from 109 to 73 dwelling units per acre, and would cap the density in the Morena Station District at 54 dwelling units per acre, resulting in the build-out shown in Table 10-1. All other aspects of the proposed project are assumed to be implemented, including the TODEP provisions that allow building heights of 100 and 65 feet for the Tecolote Village District and for the Morena Station District, respectively, and all mobility improvements. The intent of this alternative is to determine if the reduction in dwelling units would avoid or substantially lessen significant impacts of the project.

10.2.2 Analysis of Mid-Density Land Use Plan Alternative

a. Transportation and Circulation

The Transportation Impact Analysis (see Appendix B) included an evaluation of potential impacts of the Mid-Density Land Use Plan Alternative compared to existing conditions. Based on the build-out assumptions detailed in Table 10-1, the transportation analysis assumes build-out of 4,734 dwelling units and an approximate 10 percent increase in nonresidential square footage over what was assumed in the proposed project analysis. The results of this analysis are detailed below.

Roadway Segment Analysis

As shown in Table 10-4, the following seven roadway segments would operate at an unacceptable LOS under the Mid-Density Land Use Plan Alterative:

- Denver Street, from Clairemont Drive to Ingulf Street (LOS F, ΔVC 0.10)
- Morena Boulevard, from West Morena Boulevard to Knoxville Street (LOS F, ΔVC N/A)
- Morena Boulevard, from Knoxville Street to Tecolote Road (LOS F, ΔVC N/A)
- Morena Boulevard, from Tecolote Road to Buenos Avenue (LOS F, ΔVC 0.38)
- Morena Boulevard, from Buenos Avenue to West Morena Boulevard (LOS F, ΔVC 0.01)
- Morena Boulevard, south of Linda Vista Road (LOS F, ΔVC 0.13)
- Linda Vista Road, from Napa Street to Marian Way (LOS E, ΔVC 0.03)

Based on the significance criteria documented in Section 6.2.2, the following roadway segments would have a significant impact under build-out of the Mid-Density Land Use Plan Alternative:

- Denver Street, from Clairemont Drive to Ingulf Street (LOS F, ΔVC 0.09)
- Morena Boulevard, south of Linda Vista Road (LOS F, ΔVC 0.23)

All of the impacted segments identified above would also be significantly impacted by the proposed project (refer to Table 6.2-8 for proposed project segment analysis details). Additionally, the following significant roadway segment impact identified for the proposed project would be avoided under the Mid-Density Land Use Plan Alternative:

- Clairemont Drive from I-5 NB ramps to Denver Street would operate at LOS E under the proposed project. Under the Mid-Density Land Use Plan Alternative, this segment would operate at LOS D, avoiding a significant impact at this roadway segment.

Overall, the roadway segment impacts of the proposed project and the Mid-Density Land Use Plan Alternative would be reduced. A significant impact to the Clairemont Drive from I-5 NB ramps to Denver Street roadway segment would be avoided under this alternative. As with the proposed project, significant and unavoidable segment impacts would result from build-out of the Mid-Density Land Use Plan Alternative but to a lesser extent than the proposed project.

Table 10-4
Roadway Segment Level of Service – Mid-Density Alternative

		Mid-Density Alternative					Existing Conditions						
Roadway	Segment	Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS	Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS	Δ V/C	SI?
Gesner Street	Morena Blvd to Denver St	2-Lane Collector (w/o TWLTL)	8,000	4,100	0.51	C	2-Lane Collector (w/o TWLTL)	8,000	3,556	0.44	C	0.07	N
Clairemont Drive	I-5 NB Ramps to Denver St	4-Lane Major Arterial	40,000	34,600	0.87	D	4-Lane Major Arterial	40,000	28,929	0.72	C	0.15	N
Ingulf Street	Morena Blvd to Denver St	2-Lane Collector (w/o TWLTL)	8,000	5,100	0.64	D	2-Lane Collector (w/o TWLTL)	8,000	5,185	0.65	D	-0.01	N
Denver Street	Clairemont Dr to Ingulf St	2-Lane Collector (w/o TWLTL)	8,000	10,800	1.35	**F**	2-Lane Collector (w/o TWLTL)	8,000	10,064	1.26	**F**	0.09	**Y**
Morena Boulevard	North of Gesner St	3-Lane Collector (w/ TWLTL)[1]	22,500	12,800	0.57	A	4-Lane Major Arterial	40,000	13,508	0.34	A	0.23	N
	Gesner St to Ingulf St	3-Lane Collector (w/ TWLTL)[1]	22,500	11,300	0.50	C	4-Lane Major Arterial	40,000	11,397	0.28	A	0.22	N
	Ingulf St to Milton St	3-Lane Collector (w/ TWLTL)[1]	22,500	17,200	0.76	D	4-Lane Major Arterial	40,000	14,805	0.37	A	0.39	N
	Milton St to Ashton St	3-Lane Collector (w/ TWLTL)[1]	22,500	14,800	0.66	C	4-Lane Major Arterial	40,000	16,362	0.41	B	0.25	N
	Ashton St to W. Morena Blvd	3-Lane Collector (w/ TWLTL)[1]	22,500	16,000	0.71	D	4-Lane Major Arterial	40,000	15,598	0.39	B	0.32	N
	W. Morena Blvd to Knoxville St	2-Lane Collector (w/o TWLTL)	8,000	9,700	1.21	**F**	2-Lane Collector (w/o TWLTL)	8,000	9,171	1.15	**F**	0.06	N[2]
	Knoxville St to Tecolote Rd	4-Lane Collector (w/o TWLTL)	15,000	17,800	1.19	**F**	4-Lane Collector (w/o TWLTL)	15,000	17,469	1.16	**F**	0.03	N[2]
	Tecolote Rd to Buenos Ave	2-Lane Collector (w/ TWLTL)	15,000	24,600	1.64	**F**	2-Lane Collector (w/ TWLTL)	15,000	16,020	1.07	**F**	0.57	N[2]
	Buenos Ave to W. Morena Blvd	*Segment removed*					2-Lane Collector (w/ TWLTL)	15,000	16,603	1.11	**F**	N/A	
	Buenos Ave to Cushman Ave	2-Lane Collector (w/ TWLTL)	15,000	17,900	1.19	**F**	*Segment does not exist*					N/A	N[2]
	Cushman Ave to Sherman St	2-Lane Collector (w/ TWLTL)	15,000	21,600	1.44	**F**	*Segment does not exist*					N/A	N[2]
	Sherman St to Linda Vista Rd	2-Lane Collector (w/ TWLTL)	15,000	17,500	1.17	**F**	*Segment does not exist*					N/A	N[2]

Table 10-4
Roadway Segment Level of Service – Mid-Density Alternative

Roadway	Segment	Mid-Density Alternative					Existing Conditions					Δ V/C	SI?
		Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS	Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS		
West Morena Boulevard	Morena Blvd to Vega St	3-Lane Collector (w/ TWLTL)[1]	22,500	11,000	0.49	C	4-Lane Major Arterial	40,000	11,129	0.28	A	0.21	N
	Vega St to Buenos Ave	4-Lane Major Arterial	40,000	14,300	0.36	A	5-Lane Major Arterial	45,000	11,014	0.24	A	0.12	N
	Buenos Ave to Cushman Ave	4-Lane Major Arterial	40,000	12,900	0.32	A	5-Lane Major Arterial	45,000	13,312	0.30	A	0.02	N
	Cushman Ave to Sherman St	4-Lane Major Arterial	40,000	11,100	0.28	A	4-Lane Major Arterial	40,000	29,808	0.75	C	-0.47	N
	Sherman St to Linda Vista Rd	4-Lane Major Arterial	40,000	31,600	0.79	D	4-Lane Major Arterial	40,000	23,023	0.58	C	0.21	N
Morena Boulevard	South of Linda Vista Road	4-Lane Major Arterial	40,000	49,300	1.23	**F**	4-Lane Major Arterial	40,000	40,067	1.00	**F**	0.23	**Y**
Napa Street	Morena Blvd to Linda Vista Rd	*Closed to vehicular traffic*					4-Lane Collector (w/o TWLTL)	15,000	24,812	1.65	**F**	N/A	
	Linda Vista Rd to Riley St	4-Lane Major Arterial	40,000	21,700	0.54	C	4-Lane Major Arterial	40,000	17,681	0.44	B	0.10	N
	Riley St to Friars Rd	4-Lane Major Arterial	40,000	15,000	0.38	B	4-Lane Major Arterial	40,000	13,920	0.35	A	0.03	N
Milton Street	East of Morena Blvd	2-Lane Collector (w/o TWLTL)	8,000	3,700	0.46	C	2-Lane Collector (w/o TWLTL)	8,000	3,821	0.48	C	-0.02	N
Knoxville Street	Morena Blvd to Savannah St	2-Lane Collector (w/o TWLTL)	8,000	1,200	0.15	A	2-Lane Collector (w/o TWLTL)	8,000	1,149	0.14	A	0.01	N
Sea World Dr/ Tecolote Rd	Morena Blvd to I-5 NB Ramps	4-Lane Major Arterial	40,000	29,600	0.74	C	4-Lane Major Arterial	40,000	24,513	0.61	C	0.13	N
Linda Vista Road	Morena Blvd to Napa St	4-Lane Major Arterial	40,000	28,200	0.71	C	4-Lane Major Arterial	40,000	22,603	0.57	C	0.14	N
	Napa St to Marian Wy	4-Lane Collector (w/ TWLTL)	30,000	26,800	0.90	**E**	4-Lane Collector (w/ TWLTL)	30,000	26,868	0.90	**E**	0.00	N
Friars Road	Napa St to Colusa St	4-Lane Major Arterial	40,000	16,800	0.42	B	4-Lane Major Arterial	40,000	19,550	0.49	B	-0.07	N
	West of Napa St	4-Lane Major Arterial	40,000	20,300	0.51	B	4-Lane Major Arterial	40,000	9,355	0.23	A	0.28	N

Table 10-4
Roadway Segment Level of Service – Mid-Density Alternative

Roadway	Segment	Mid-Density Alternative					Existing Conditions					Δ V/C	SI?
		Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS	Functional Classification	Maximum Capacity at LOS E	ADT	V/C	LOS		
Cushman Avenue	W. Morena Blvd to Morena Blvd	2-Lane Collector (w/ TWLTL)	15,000	5,500	0.37	B	*Segment does not exist*					N/A	N
Sherman Street	W. Morena Blvd to Morena Blvd	2-Lane Collector (w/ TWLTL)	15,000	8,100	0.54	C	*Segment does not exist*					N/A	N

SOURCE: Appendix B
NOTES:
[1]The 3-lane collector (w/TWLTL) includes two lanes northbound, one lane southbound, and a two-way left-turn lane.
[2]Intersections at the ends of the segment and peak hour arterial analysis for the same segment are calculated to operate at an acceptable LOS with the project. Therefore, the project impacts are not significant.
Bold letter indicates substandard LOS E or F.
ADT = average daily traffic
LOS = level of service
SI = significant impact
V/C = volume to capacity

Intersections

Table 10-5 identifies the peak hour intersection analysis results for the Mid-Density Land Use Plan Alternative compared to existing conditions. As shown, the following four intersections would operate at an unacceptable LOS under the Mid-Density Land Use Plan Alterative compared to existing conditions:

- East Mission Bay Drive & Clairemont Drive (LOS F: AM & PM Peak Hour)
- Denver Street & Clairemont Drive (LOS F: AM & PM Peak Hour)
- Morena Boulevard & Jellett Street (LOS E: PM Peak Hour)
- Morena Boulevard & Savannah Street (LOS F: PM Peak Hour)

Based on the significance criteria documented in Section 6.2.2, build-out of the Mid-Density Land Use Plan Alternative would result in significant impacts at all four of the above-listed intersections during the peak hour times shown above. While the delay at intersections would be slightly reduced under both the Mid-Density Land Use Plan Alternative and the proposed project, significant impacts would result at the same four intersections under both the proposed project and the Mid-Density Land Use Plan Alternative. Refer to Table 6.2-10 for details of the proposed project intersection analysis. As with the proposed project, feasible mitigation could be implemented to reduce the significant impacts at three of the four impacted intersections; however, the remainder of the intersection impacts would be significant and unavoidable.

Freeway Segments

Based on results of the freeway segment analysis, the Mid-Density Land Use Plan Alternative would result in a significant impact to all of the same impacted freeway segments identified with build-out of the Specific Plan. Refer to Table 6.2-11 for details of the proposed project freeway segment analysis. As with the proposed project, freeway improvements are not within the authority of the City, and thus there is uncertainty as to the specific timing and design of improvements. Thus, the Mid-Density Land Use Plan Alternative would result in the same significant and unavoidable impacts to freeway segments as the proposed project.

Ramp Meters

Based on results of the ramp meter analysis, the Mid-Density Land Use Plan Alternative would result in a significant impact to all of the same freeway ramps as identified for the proposed project. Refer to Table 6.2-12 for details of the proposed project ramp meter analysis. As with the proposed project, freeway ramps are not within the authority of the City and thus there is uncertainty as to the specific timing and design of improvements. Thus, the Mid-Density Land Use Plan Alternative would result in the same significant and unavoidable impacts to freeway ramps as the proposed project.

Table 10-5
Peak Hour Intersection Level of Service – Mid-Density Alternative

No.	Intersection	Control (Mid-Density Alternative)	Mid-Density Alternative				Existing Conditions				Δ in AM Delay (sec)	Δ in PM Delay (sec)	SI?[1] AM/PM
			AM		PM		AM		PM				
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS			
1	East Mission Bay Dr & Clairemont Dr[1]	AWSC	93.0	**F**	67.3	**F**	11.3	B	41.6	**E**	81.7	25.7	**Y / Y**
2	I-5 SB Ramps & Clairemont Dr[1]	SSSC	11.6	B	24.8	C	11.7	B	16.8	C	-0.1	8.0	N / N
3	I-5 NB Ramps & Clairemont Dr	Signalized	15.0	B	48.7	D	11.5	B	9.7	A	3.5	39.0	N / N
4	Denver St & Clairemont Dr	Signalized	106.3	**F**	92.1	**F**	37.6	D	23.9	C	68.7	68.2	**Y** / **Y**
5	Denver St & Ingulf St	AWSC	11.9	B	14.0	B	9.9	A	14.8	B	2.0	-0.8	N / N
6	Morena Blvd & Gesner St	Signalized	9.3	A	10.1	B	8.3	A	10.4	B	1.0	-0.3	N / N
7	Morena Blvd & Ingulf St	Signalized	25.1	C	12.2	B	7.2	A	9.8	A	17.9	2.4	N / N
8	Morena Blvd & Jellett St	SSSC	19.1	C	42.6	**E**	15.5	C	18.1	C	3.6	24.5	N / **Y**
9	Morena Blvd & Milton St	Signalized	11.2	B	9.4	A	10.0	B	7.8	A	1.2	1.6	N / N
10	Morena Blvd & Ashton St	Signalized	10.6	B	9.2	A	4.9	A	6.5	A	5.7	2.7	N / N
11	Morena Blvd & W. Morena Blvd (north split)	Signalized	9.4	A	10.0	B	11.2	B	11.4	B	-1.8	-1.4	N / N
12	Morena Blvd & Knoxville St	Signalized	25.7	C	11.7	B	21.6	C	11.4	B	4.1	0.3	N / N
13	Morena Blvd & Tecolote Rd	Signalized	37.8	D	39.0	D	30.1	C	32.7	C	7.7	6.3	N / N
14	Morena Blvd & Savannah St	SSSC	31.8	D	88.1	**F**	18.9	C	37.9	**E**	12.9	50.2	N / **Y**
15	Morena Blvd & Buenos St	Signalized	14.4	B	15.6	B	14.0	B	13.3	B	0.4	2.3	N / N
16	Morena Blvd & Cushman Ave	Signalized	19.2	B	17.5	B	*Does not exist*				N/A	N/A	N / N
17	Morena Blvd & Sherman St Extension	Signalized	10.4	B	22.7	C	*Does not exist*				N/A	N/A	N / N
18	Morena Blvd & Linda Vista Rd	Signalized	14.5	B	44.5	D	*Does not exist*				N/A	N/A	N / N
19	West Morena Blvd & Knoxville St	SSSC	16.8	C	17.9	C	*Does not exist*				N/A	N/A	N / N
20	West Morena Blvd & Vega St	Signalized	12.4	B	14.7	B	5.6	A	9.5	A	6.8	5.2	N / N
21	West Morena Blvd & Buenos St	Signalized	15.2	B	16.0	B	12.8	B	13.1	B	2.4	2.9	N / N
22	West Morena Blvd & Cushman Ave Extension	Signalized	15.0	B	11.5	B	*Does not exist*				N/A	N/A	N / N
23	West Morena Blvd & Morena Blvd (south split)	Signalized	*Intersection removed*				8.7	A	14.7	B	N/A	N/A	N/A

Table 10-5
Peak Hour Intersection Level of Service – Mid-Density Alternative

No.	Intersection	Control (Mid-Density Alternative)	Mid-Density Alternative				Existing Conditions				Δ in AM Delay (sec)	Δ in PM Delay (sec)	SI?[1] AM/PM
			AM		PM		AM		PM				
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS			
24	West Morena Blvd & Napa St & Sherman St	Signalized	34.4	C	17.2	B	46.4	D	50.7	D	-12.0	-33.5	N / N
25	West Morena Blvd & Linda Vista Rd	Signalized	43.6	D	42.4	D	13.3	B	20.0	B	30.3	22.4	N / N
26	Linda Vista Rd & Napa St	Signalized	30.9	C	32.7	C	51.4	D	77.7	**E**	-20.5	-45.0	N / N
27	Marian Wy & Linda Vista Rd	Signalized	46.3	D	36.7	D	36.0	D	17.9	B	10.3	18.8	N / N
28	Napa St & Riley St	Signalized	17.1	B	16.3	B	14.5	B	14.4	B	2.6	1.9	N / N
29	Napa St & Friars Rd	Signalized	17.0	B	20.4	C	19.3	B	13.6	B	-2.3	6.8	N / N
30	Colusa St & Friars Rd	Signalized	12.4	B	15.8	B	11.2	B	12.0	B	1.2	3.8	N / N
31	I-5 SB Ramps & Tecolote Rd[1]	Signalized	30.2	C	25.5	C	20.2	C	12.9	B	10.0	12.6	N / N
32	I-5 NB Ramps & Tecolote Rd[1]	Signalized	31.2	C	36.5	D	34.6	C	33.3	C	-3.4	3.2	N / N

SOURCE: Appendix B
NOTES:
[1]Intersection not analyzed in Morena Boulevard Station Area Planning Study Final Report (February 2014).
Bold letter indicates substandard LOS.
AWSC = all-way stop-control
I-5 = Interstate 5
LOS = level of service
NB = northbound
SB = southbound
SI = significant impact
SSSC = side street stop-control

Overall, the Mid-Density Land Use Plan Alternative would not reduce any of the significant transportation impacts identified for the proposed project. The location of two segments impacts would shift under this alternative; however, overall, the number of impacted segments would be the same. This alternative would result in a reduction in the amount of traffic due to the reduced development intensity, which would result in some improvements in delay compared to build-out under the proposed project; however, the same number of significant impacts as the proposed project would result. Thus, significant impacts of this alternative would be the same as under the proposed project, with slight improvements in operations.

b. Noise

Noise impacts under the Mid-Density Land Use Plan alternative would be similar to the anticipated impacts under the Specific Plan because, like the Specific Plan, the Mid-Density Land Use Plan Alternative would permit ministerial development that would be subject to ambient noise levels in excess of City standards due to existing transportation noise levels from I-5, resulting in a significant impact.

While the Mid-Density Land Use Plan Alternative would result in slightly less development potential, which in turn could lead to a reduction in overall construction noise in comparison to build-out of the Specific Plan, increased construction noise over the existing levels would occur as development occurs under either the Mid-Density Land Use Plan Alternative or the Specific Plan. Future development implemented under both the Mid-Density Land Use Plan Alternative and Specific Plan would be required to comply with applicable City and state noise regulations including Title 24 Building Code requirements. The noise impacts of the Mid-Density Land Use Plan Alternative relative to temporary construction noise would be similar to the proposed project, as construction activities related to implementation of the Specific Plan would potentially generate short-term noise levels in excess of 75 dB(A) L_{eq} at adjacent properties, resulting in a potentially significant impact. Similar to the proposed project, future construction projects would be required to incorporate the standard controls outlined in mitigation measure NOISE 6.3-1, which would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. However, at the program level it cannot be known whether the noise reduction measures would be adequate to reduce noise levels to below a level of significance. Construction noise impacts would, therefore, be significant and unavoidable under the Mid-Density Land Use Plan Alternative, the same as the proposed project.

In addition, similar to the proposed project, groundborne vibration impacts associated with trolley and train operations would be less than significant, as existing and future land uses in the area would be at least 150 feet from the railroad tracks. The noise impacts of the Mid-Density Land Use Plan Alternative relative to vibration impacts associated with commercial and industrial operations would be similar to the proposed project, as uses that may be constructed under the Mid-Density Land Use Plan Alternative would include retail and wholesale uses, restaurants, small offices, automotive repairs, and other light industrial uses that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Thus, vibration impacts from commercial and industrial operations would be less than significant, the same as the proposed project. In regards to construction vibration, pile driving within 95 feet of existing

structures has the potential to result in a significant and unavoidable impact related to vibration during construction, the same as the proposed project.

Thus, the noise impacts of the Mid-Density Land Use Plan Alternative would be similar to the Specific Plan, and both would result in significant and unavoidable impacts related to traffic noise exposure, temporary construction noise, and construction vibration.

c. Air Quality

Air quality impacts under the Mid-Density Land Use Plan Alternative would be similar to the anticipated impacts under the Specific Plan because, like the Specific Plan, the Mid-Density Land Use Plan Alternative would permit development that would be subject to increased emission levels compared to those anticipated under the existing land use plans. While this alternative would result in fewer dwelling units and vehicle trips than allowed under the Specific Plan, the Mid-Density Land Use Plan Alternative would also result in greater density than what was anticipated in developing the RAQS and, as such, would conflict with implementation of the RAQS. Therefore, air quality impacts associated with consistency with the RAQS under this alternative would be significant and unavoidable, although overall emissions would be slightly less than the proposed project. The air quality impacts for the remaining issue areas under the Mid-Density Land Use Plan Alternative related to construction, odors, and sensitive receptors would be less than significant, the same as under the Specific Plan.

d. Historical and Tribal Cultural Resources

The Mid-Density Land Use Plan Alternative would reduce the maximum density allowed within the Specific Plan area but would retain all other aspects of the proposed project. As with the Specific Plan, future development under the Mid-Density Land Use Plan Alternative has the potential to result in significant direct and/or indirect impacts to historical resources. The extent of impacts to historical resources resulting from implementation of the Mid-Density Land Use Plan Alternative would be similar to those identified for the Specific Plan because the extent and areas of disturbance by development would be generally the same. As with the Specific Plan, implementation of the Mid-Density Land Use Plan Alternative would result in potentially significant impacts related to historical resources at the program level that would be significant and unavoidable, despite adherence to the existing regulatory framework.

Regarding prehistoric resources and tribal cultural resources, as with the Specific Plan, future development under the Mid-Density Land Use Plan Alternative has the potential to result in significant direct and/or indirect impacts to prehistoric resources and tribal cultural resources. The extent of impacts to prehistoric resources and tribal cultural resources resulting from implementation of the Mid-Density Land Use Plan Alternative would be similar to those identified for the Specific Plan, because the extent and areas of disturbance by development would be generally the same. As with the Specific Plan, implementation of the Mid-Density Land Use Plan Alternative would result in potentially significant impacts related to prehistoric resources and tribal cultural resources at the program level that would be significant and unavoidable, despite adherence to the existing regulatory framework.

e. Visual Effects and Neighborhood Character

The Mid-Density Land Use Plan Alternative would implement the same supplemental development regulations and TODEP provisions of the Specific Plan that would allow building heights up to 45 feet by right within Linda Vista and up to 100 and 65 feet within the Tecolote Village and the Morena Station districts, respectively, with a Planned Development Permit. Therefore, this alternative would result in the same significant and unavoidable impacts related to scenic vistas and views and neighborhood character as the Specific Plan.

Regarding impacts to distinctive or landmark trees, landform alteration, and light and glare, impacts would be the same under the Mid-Density Land Use Plan Alternative as under the Specific Plan. There are no identified distinctive or landmark trees within the Specific Plan area that would qualify for protection under City Council Policy 900-19, and no impact would occur. The Mid-Density Land Use Plan Alternative, like the Specific Plan, would not require substantial landform alteration, and impacts would be less than significant. Light and glare impacts would be the same under the Mid-Density Land Use Plan Alternative as under the Specific Plan, as any future development within the area would be required to comply with the existing regulations related to light and glare, and impacts would be less than significant.

f. Greenhouse Gas Emissions

The reduced scope of construction and trip generation associated with reduced density under this alternative would result in fewer emissions of GHGs than estimated for the proposed project. This alternative would include the same mobility improvements as the proposed project, which would implement the City's vision to support alternative modes of transportation that can ultimately reduce GHG emissions. This alternative would support increased density near high-quality transit but to a lesser degree as the proposed project. However, overall this alternative would be consistent with CAP goals. Impacts associated with GHG emissions would be less than significant under the Mid-Density Land Use Plan Alternative, the same as under the Specific Plan.

10.2.3 Conclusion

While the Mid-Density Land Use Plan Alternative will result in future development within the Specific Plan area, the amount of development would be less than under the Specific Plan. The lesser amount of development would result in a reduction in potential future residents and jobs, which would lead to a reduction in vehicle trips in comparison to those anticipated under the Specific Plan. The Mid-Density Land Use Plan Alternative would reduce traffic overall within the Specific Plan area and would avoid a significant impact at one segment compared to the proposed project (Clairemont Drive, from I-5 NB Ramps to Denver Street). Thus, the significant impacts of this alternative would be reduced compared to the proposed project. The same number of intersections, freeway segments, and freeway ramps would be impacted as under the proposed project. Impacts to the remainder of the issue areas would be the same as under the Specific Plan. Overall, this alternative would have similar impacts as the Specific Plan but would avoid a significant impact to one roadway segment. This alternative would achieve the objectives of the proposed project to a similar degree as the Specific Plan, while slightly reducing the degree of significant and unavoidable impacts related to transportation and circulation.

10.3 Low-Density Land Use Plan Alternative

10.3.1 Description

The Low-Density Land Use Plan Alternative would revise the proposed project to cap the maximum density allowed in the Tecolote Village District and the Morena Station District at 54 dwelling units per acre. The TODEP provisions of the proposed project would not be included in this alternative, because the maximum density of 54 dwelling units per acre is within the density range of the Community Village land use designation, and the building height of 45 feet would be adequate to accommodate low-density housing. As detailed in Table 10-1, this alternative would accommodate up to 3,780 dwelling units and 2,302,165 square feet of non-residential square footage. Additionally, all of the proposed project's mobility improvements would be implemented.

10.3.2 Analysis of Low-Density Land Use Plan Alternative

a. Transportation and Circulation

The Low-Density Land Use Plan Alternative would generate more trips than the No Project Alternative, but fewer trips than the proposed project and Mid-Density Land Use Plan Alternative. The number of units and population in the Low-Density Land Use Plan Alternative is similar to the Mid-Density Land Use Plan Alternative, and there would likely be similar traffic impacts to roadways and intersections within the Specific Plan area, with one significantly impacted segment under the proposed project avoided under this alternative (Clairemont Drive, from I-5 NB ramps to Denver Street). Based on the proposed development intensities, it is unlikely that this alternative would reduce any additional significantly impacted roadways or intersections to a less than significant level. However, as the Low-Density Land Use Plan Alternative would result in less traffic overall and would avoid a significant impact along one segment, the impacts associated with transportation and circulation would be less than under the proposed project.

b. Noise

Noise impacts under the Low-Density Land Use Plan Alternative would be similar to the anticipated impacts under the Specific Plan because, like the Specific Plan, the Low-Density Land Use Plan Alternative would permit ministerial development that would be subject to noise levels in excess of City standards due to existing transportation noise levels from I-5, resulting in a significant impact.

While the Low-Density Land Use Plan Alternative would result in slightly less development potential, which in turn could lead to a reduction in overall construction noise in comparison to build-out of the Specific Plan, increased construction noise over the existing levels would occur as development occurs under either the Low-Density Land Use Plan Alternative or the Specific Plan. Future development implemented under both the Low-Density Land Use Plan Alternative and Specific Plan would be required to comply with applicable City and state noise regulations including Title 24 Building Code requirements. The noise impacts of the Low-Density Land Use Plan Alternative relative to temporary construction noise would be similar to the proposed project, as construction activities related to implementation of the Specific Plan would potentially generate short-term noise

levels in excess of 75 dB(A) L_{eq} at adjacent properties, resulting in a potentially significant impact. Similar to the proposed project, future construction projects would be required to incorporate the standard controls outlined in mitigation measure NOISE 6.3-1, which would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. However, similar to the proposed project, at the program level it cannot be known whether the noise reduction measures would be adequate to reduce noise levels to below a level of significance. Thus, construction noise impacts would therefore be significant and unavoidable under the Low-Density Land Use Plan Alternative, the same as the proposed project.

In addition, similar to the proposed project, groundborne vibration impacts associated with trolley and train operations would be less than significant, as existing and future land uses in the area would be at least 150 feet from the railroad tracks. The noise impacts of the Low-Density Land Use Plan Alternative relative to vibration impacts associated with commercial and industrial operations would be similar to the proposed project, as uses that may be constructed under the Low-Density Land Use Plan Alternative would include retail and wholesale uses, restaurants, small offices, automotive repairs, and other light industrial uses that would not require heavy mechanical equipment that would generate groundborne vibration or heavy truck deliveries. Thus, vibration impacts from commercial and industrial operations would be less than significant, the same as the proposed project. In regards to construction vibration, pile driving within 95 feet of existing structures has the potential to result in a significant and unavoidable impact related to vibration during construction, the same as the proposed project.

Thus, the noise impacts of the Low-Density Land Use Plan Alternative would be similar to the Specific Plan, and both would result in significant and unavoidable impacts related to traffic noise exposure, temporary construction noise, and construction vibration.

c. Air Quality

Air quality impacts under the Low-Density Land Use Plan Alternative would be similar to the anticipated impacts under the Specific Plan because, like the Specific Plan, the Low-Density Land Use Plan Alternative would permit development that would result in greater emissions than anticipated under the existing land use plans. While this alternative would result in fewer dwelling units and would result in fewer vehicle trips than allowed under the Specific Plan, the Low-Density Land Use Plan Alternative would also result in greater density than what was anticipated in developing the RAQS and, as such, would conflict with implementation of the RAQS. Therefore, air quality impacts associated with consistency with the RAQS would be significant and unavoidable although to a lesser degree than under the proposed project. The air quality impacts for the remaining issue areas under the Low-Density Land Use Plan Alternative associated with construction, odors, and sensitive receptors would be less than significant, the same as under the Specific Plan.

d. Historical and Tribal Cultural Resources

While the Low-Density Land Use Plan Alternative would only reduce the maximum density allowed within the Specific Plan area, but would retain all other aspects of the proposed project. As with the Specific Plan, future development under the Low-Density Land Use Plan Alternative has the potential to result in significant direct and/or indirect impacts to historical resources. The extent of impacts to

historical resources resulting from implementation of the Low-Density Land Use Plan Alternative would be similar to those identified for the Specific Plan because the extent and areas of disturbance by development would be generally the same. As with the Specific Plan, implementation of the Low-Density Land Use Plan Alternative would result in potentially significant impacts related to historical resources at the program level that would be significant and unavoidable, despite adherence to the existing regulatory framework.

Regarding prehistoric resources and tribal cultural resources, as with the Specific Plan, future development under the Low-Density Land Use Plan Alternative has the potential to result in significant direct and/or indirect impacts to prehistoric resources and tribal cultural resources. The extent of impacts to prehistoric resources and tribal cultural resources resulting from implementation of the Low-Density Land Use Plan Alternative would be similar to those identified for the Specific Plan, because the extent and areas of disturbance by development would be generally the same. As with the Specific Plan, implementation of the Low-Density Land Use Plan Alternative would result in potentially significant impacts related to prehistoric resources and tribal cultural resources at the program level that would be significant and unavoidable, despite adherence to the existing regulatory framework.

e. Visual Effects and Neighborhood Character

The Low-Density Land Use Plan Alternative would not implement the TODEP provisions of the proposed project, because the maximum density of 54 dwelling units per acre proposed under this alternative is within the density range of the Community Village land use designation, and the building height of 45 feet would be adequate to accommodate low-density housing. However, the Low-Density Land Use Plan alternative would still allow development in excess of 30 feet, up to 45 feet, which could result in a significant and unavoidable impact to public view corridors to Mission Bay and the Pacific Ocean, and neighborhood character. At a program level of analysis, the impact would be considered significant and unavoidable; however, this impact would be reduced compared to the potential impact associated with development up to 100 and 65 feet within the Tecolote Village and the Morena Station districts associated with the Specific Plan.

Regarding impacts to distinctive or landmark trees, landform alteration, and light and glare, impacts would be the same under the Low-Density Land Use Plan Alternative as under the Specific Plan. There are no identified distinctive or landmark trees within the Specific Plan area that would qualify for protection under City Council Policy 900-19, and no impact would occur. The Low-Density Land Use Plan Alternative, like the Specific Plan, would not require substantial landform alteration, and impacts would be less than significant. Light and glare impacts would be the same under the Low-Density Land Use Plan Alternative as under the Specific Plan, as any future development within the area would be required to comply with the existing regulations related to light and glare, and impacts would be less than significant.

f. Greenhouse Gas Emissions

The reduced scope of construction and trip generation associated with reduced density under this alternative would result in fewer emissions of GHGs than estimated for the proposed project. This Alternative would include the same mobility improvements as the proposed project, which would

implement the City's vision to support alternative modes of transportation that can ultimately reduce GHG emissions. This alternative would support increased density near high-quality transit but to a lesser degree than the proposed project. Overall this alternative would be consistent with CAP goals but to a lesser extent than the proposed project due to the lower density near transit. Impacts associated with GHG emissions would be less than significant under the Low-Density Land Use Plan Alternative, the same as under the Specific Plan.

10.3.3 Conclusion

While the Low-Density Land Use Plan Alternative would result in future development within the Specific Plan area, the amount of development would be less than under the Specific Plan. The lesser amount of development would result in a reduction in potential future residents and jobs, which would lead to a reduction in vehicle trips in comparison to those anticipated under the Specific Plan. One significant roadway segment impact of the proposed project would be avoided under this alternative, and the overall degree of transportation impacts would be reduced under the Low-Density Land Use Plan Alternative for the issues of transportation and circulation and visual effects and neighborhood character due to the reduced development intensities and associated reduction in vehicle trips and reduced height limits with the elimination of the TODEP program. While the impacts of the Low-Density Land Use Plan Alternative related to GHG emissions would be less than significant, similar to the proposed project, the Low-Density Land Use Plan Alternative would achieve the goals and objectives of the CAP to a lesser degree than the proposed project. This alternative would not achieve the objectives of the proposed project to the same extent as the Specific Plan, because it would not allow the highest densities in proximity to the existing and planned transit stations within the Tecolote Village and the Morena Station districts due to the elimination of the TODEP, which would allow increased building heights to achieve the highest planned densities near transit.

10.4 Environmentally Superior Alternative

CEQA Guidelines section 15126.6(e)(2) requires the identification of an environmentally superior alternative among the alternatives analyzed in an EIR. The guidelines also require that if the No Project Alternative is identified as the environmentally superior alternative, then another environmentally superior alternative must be identified.

Based on a comparison of the alternatives' overall environmental impacts and their compatibility with the Specific Plan's goals and objectives, the Mid-Density Land Use Plan Alternative is the environmentally superior alternative for this PEIR. The Mid-Density Land Use Plan Alternative would eliminate one significant roadway segment impact of the proposed project, but the remainder of the significant and unavoidable transportation/circulation impacts would be the same as under the proposed project. Overall, this alterative would result in slightly reduced vehicle trips and would reduce the severity of transportation impacts, while also addressing the project objectives. The remaining impacts identified in this PEIR would generally be the same as under the proposed project.

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Chapter 11.0
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